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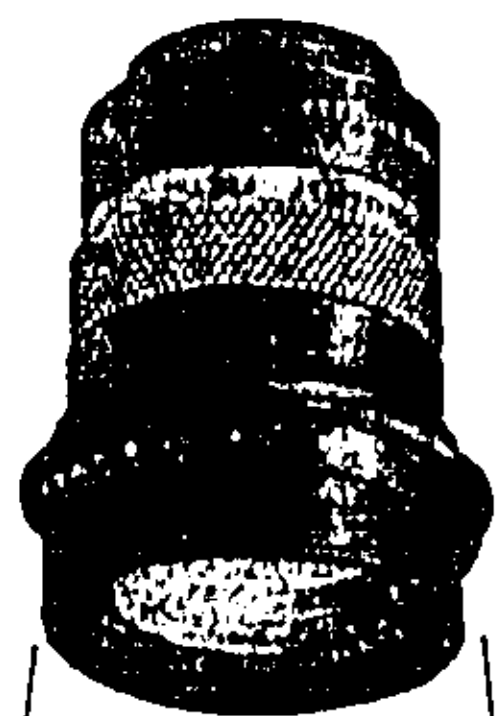
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ZORHAN FORCED OUT TO WIN

A VERY PROMISING JOCKEY

THE WONDERS OF WISDOM
STAG.

DIVIDENDS DROP WITH THE DAY

Wisdom Stag, ridden by Mr. Frost, started a great sequence
of wins for Chinese owners yesterday, at Happy Valley. Wisdom
Stag, which the wise punter regrets that he missed, paid over \$50
to win. It was a good beginning, but oh! what an ending.

In short, it was favourites' day. The turf, one thinks, (without
having clocked the runners), was made for fast and true racing.
Times bore out the supposition, even Boxing Eve having to bow
down to the inevitable.

A WONDERFUL PONY

One wonders how much weight
it is possible to put up on that
wonderful pony, Woodland Stag.
Carrying 180 lb., the Australian
pony simply romped home from
a class of compatriots.
When one thinks that the winner
gave Caulfield, the light weight,
50 lb., it is nearly time to think
where racing stands in Hong
Kong.

Mr. T. Y. Tung must be given
credit for an excellently judged
race on Pride of Tsingtao in the
ninth race, Zorhan, the outstand-
ing favourite, being forced to the
outside and made very troubled
to win. Mr. Tung has obviously
captured the art of local jockey-
ship. It is regrettable to hear
(if one hears correctly), that he
may shortly depart for the North.

For the rest, form worked out
pretty well as expected. The
dividends were not surprising,
but the sport was on the same
level as heretofore. It was a
thoroughly good day's racing, and
congratulations are due to the
hard-working handicappers, who
do possibly more to keep up
racing in the Colony than the
average public might think.

RESULTS.

1.—Customs Handicap: "A" Class:
One Mile.—For China Ponies.
"A" Class. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$600. 2nd Prize:
\$300. 3rd Prize: \$200.

Chan Tin-sun's Wisdom Stag
151 lb. (Mr. Frost) 1
Eve's Boxing Eve 156 lb. (Mr. Charles) 2
Mrs. Dunbar's Little Beaver
133 lb. (Mr. Proulx) 3
Also ran: Christmas Chimes 133
lb. (Mr. T. Y. Tung); Donabella
155 lb. (Mr. Stanton).

Won by 1½ lengths; 4 lengths.
Time: 2 mins. 01.2/5 secs.
Parimutuel: Winner \$51.80;
Places, 1st \$9; 2nd \$5.10.

Boxing Eve 1.872 1.152
Little Beaver 577 533
Wisdom Stag 248 323
Christmas Chimes 135 167
Donabella 27 42
There was very little doubt
about the outcome of this race.
The going obviously did not suit
Boxing Eve, and Little Beaver,
fairly well-fancied by those in the
know, refused to respond to en-
couragements. Mr. Frost had the race
in hand right from the start, and
won as he liked. Boxing Eve was
hard ridden, but met a better pony.

2.—Customs Handicap: "B" Class:
One Mile.—For China Ponies.
"B" Class. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$450. 2nd Prize:
\$250. 3rd Prize: \$150.

Chan Wan-sung's Nippy 133 lb.
(Mr. Ip Kuy-ling) 1
Eve's Daylight Eve 150 lb. (Mr. Reldy) 2
Hall & Shenton's The Grouse
133 lb. (Mr. T. Y. Tung) 3
Also ran: Crown Prince 142 lb.
(Mr. Harriman); Fair Sport 133 lb.
(Mr. J. M. de Remedios); Holly
Leaf 151 lb. (Mr. G. U. da Rosa);
Mike 161 lb. (Mr. Stanton); Misty
Eve 133 lb. (Mr. Proulx).
Won by ¾ length; a head.
Time: 2 mins. 03.4/5 secs.
Parimutuel: Winner \$45.70;
Places, 1st \$10.80; 2nd \$7.10; 3rd
\$11.70.

Daylight Eve 810 1.388
Mike 672 956
Holly Leaf 613 799
The Grouse 255 434
Nippy 289 543
Misty Eve 152 221
Fair Sport 73 154
Crown Prince 35 84
The public were in a quandary
over this race. Daylight Eve was
picked as the winner, but unfor-
tunately, came in second. The
Grouse, who came in third, had a
bunch of loyal supporters. Mr. Ip
Kuy-ling came out of the crowd
round the bend to win fairly easily.
It was a good race whilst it
lasted—as usual, the Rock finish-
ed all pretensions.

3.—Customs Handicap: "C" Class:
One Mile.—For China Ponies.
"C" Class. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$400. 2nd Prize:
\$200. 3rd Prize: \$100.

A. A. R. Botelho's Mindoro 133
lb. (Mr. Proulx) 1
Brown & Coppin's Fritillery
155 lb. (Mr. G. U. da Rosa) 2
Harriman's Leveret 158 lb. (Mr. Frost) 3
Also ran: Armony 143 lb. (Mr.
Stanton); Brunswick Hall 142 lb.
(Mr. Harriman); Christmas Belle
154 lb. (Mr. Charles); Jadestone
133 lb. (Mr. T. Y. Tung); Mount
Elburz 142 lb. (Mr. Stewart);
Orlando 144 lb. (Mr. Yue Shun-
wa); Scappit 133 lb. (Mr. H. A. B.
Botelho); Silver Key 133 lb. (Mr.
Ip Kuy-ling); Sonny Boy 140 lb.
(Mr. H. C. Lee); The Quail 140 lb.
(Mr. A. W. da Rosa); Thunderous
Stag 142 lb. (Mr. S. Y. Liang);
Yankee 133 lb. (Mr. King).
Won by 1½ lengths; 4 lengths.
Time: 2 mins. 05 secs.
Parimutuel: Winner \$29.50;
Places, 1st \$7.00; 2nd \$6.30; 3rd
\$5.50.

Leveret 1.740 2.209
Fritillery 526 920
Mindoro 514 695
Orlando 202 394
Brunswick Hall 199 334
Jadestone 53 108
Silver Key 40 91
Christmas Belle 33 54
Thunderous Stag 14 45
Armony 11 80
Scappit 11 28
Yankee 9 14
Mount Elburz 8 57
The Quail 8 27
Sonny Boy 7 24

The Leveret, for some quaint
reason, was made favourite, in
spite of Mindoro's good showing
at recent turn-outs. Orlando, on
the strength of his last turn-out,
when he was lucky, to place, also
had some moves on him. Mindoro,
ridden very nicely by Mr. Proulx,
came out of the race to get the
money. It was a good race up to
the Rock, and when the test was
applied, Mindoro proved equal to
it. Another race gone!

4.—Smugglers Handicap: One Mile.
—For China Ponies. Grifmas of
this Season. Top weight not to
exceed 161 lb. Entrance Fee \$5.
1st Prize: \$750. 2nd Prize:
\$300. 3rd Prize: \$200.

BANK OF EMPIRE. Plan to Stabilise Bimetal Currency.

GOLD VALUES.

To Be Submitted At Next
Imperial Parley.

Ottawa, Yesterday.
The establishment of a "super
Bank of the Empire" for the
stabilisation of the bimetal cur-
rency of the British Empire was
proposed by Mr. J. F. Darling in
an address before the Banking
and Commerce Committee of the
Dominion House of Commons to-
day.

Mr. Darling suggested that
the British Empire should take
the lead in the world movement
to solve international currency
question, and stabilise the price
of silver as related to gold cur-
rency. Also, Mr. Darling be-
lieved, such Bank should estab-
lish a permanent equilibrium be-
tween the values of gold and
silver.

The Prime Minister, Mr.
Bennett, had several interviews
with Mr. Darling, probably on
the question of the stabilisation
of the bimetal currency, which
will be submitted by Canada as
one of the most important items
on the agenda of the Imperial
Economic Conference in August.

Opinion in Japan.
Tokyo, Yesterday.
A meeting of officials of lead-
ing Japanese business men, call-
ed by Mr. Parinoye, Minister of
Finance, to discuss the silver

JAPANESE FIRE.

Seven Hundred Houses Destroyed
In Matsue.

Tokyo, Yesterday.
Seven hundred houses
were destroyed by fire in
Matsue City, in the "Ise-
radio Heian Country." Many
hotels were gutted and the
damage is estimated at
several million yen. It is
believed that there are no
casualties.—Reuter.

question, informally decided that
various circumstances rendered
it inadvisable for Japan to
undertake the promotion of a
world silver conference.
Among the reasons given was
that Japan is averse to accept-
ing responsibility for promoting
a conference whose success is re-
garded as extremely doubtful.
After considering the views of
this meeting, the Government is
expected to inform America of its
unwillingness to promote such a
conference.—Reuter.

Won by 1½ lengths; 3 lengths.
Time: 2 mins. 01.3/5 secs.
Parimutuel: Winner \$16.40;
Places, 1st \$7.20; 2nd \$6.80.

Wonderful Stag 1.379 1.150
Fortune Bay 1.271 936
Gold Key 1.110 960
Eros 158 138
Paul Pry 135 112

There was really very little in
this, except the question whether
Fortune Bay could carry the
weight. Mr. Heard rode an excel-
lent race, but at the Rock the
weight told, and Gold Key, ridden
by Mr. T. Y. Tung, was a certain
winner, bar accidents. Wonderful
Stag, which well deserves his
name, ran into second place, 1½
lengths behind the leader. The
public were not far out on the
ultimate winner. Optimists on
Fortune Bay took a nasty knock,
but came up smiling.

5.—Lead Mine Handicap: "C"
Class: One Mile and a Quarter.
—For China Ponies. "C" Class.
Top weight not to exceed 161 lb.
Entrance Fee \$5. 1st Prize:
\$400. 2nd Prize: \$200. 3rd
Prize: \$100.

A. E. M. Rafook's City Hall
148 lb. (Mr. Proulx) 1
T.P.T.'s Tunney 150 lb. (Mr. T. Y. Tung) 2
Yam Man's One Third 153 lb.
(Mr. G. U. da Rosa) 3
Also ran: Country Club 144 lb.
(Mr. Stewart); Empress Hall 145
lb. (Mr. Yue Shun-wa); Happy
Returns 140 lb. (Mr. S. Y. Liang);
Misamis 144 lb. (Mr. A. A. R.
Botelho); Mongolian Stag 138 lb.
(Mr. King); Morning Star 138 lb.
(Mr. Harriman); Tango 133 lb.
(Mr. Proulx).
(Continued on Page 3.)

THE CIMBALOM. National Instrument of Hungary.

"ELEMENT INDISPENSABLE."

Professor A. Barna, the world
famous Hungarian Cymbalist
who some time ago delighted
local radio "fans" by broadcast-
ing from the studio, has paid a
return visit to the Colony and is
now appearing at the Lee The-
atre, Wanchai with Miss Luba
Pecker and a troupe of clever
dancers. They gave their first
performance last evening and
the season will close to-morrow
evening.

The instrument which Profes-
sor Barna plays so delightfully
is called "Cimbalom" by Grove, but
it is written as "Czimbalom" by
Helen Freyer, extracts from
whose article on this instrument,
published in The Etude of Octo-
ber, 1930, are given below:—

Unique Musical Development.

A music peculiarly its own,
and an instrument that goes
with it—how few nations, if
any, other than Hungary, have
developed both? Every nation
adds a certain distinction to
music. Hungary adds not only
rare and ornamental themes,
which show the character of her
people, their peculiarities, their
temperament, but an instrument,
the Czimbalom.

The fact that the people of
Hungary have developed both a
distinctive music and an instru-
ment which alone can interpret
that music is unique. Hungarian
themes are beautiful in them-
selves, but, for the real effect of
musical beauty the Czimbalom is
known as an "element indispen-
sable" of Hungarian orchestras
and makes it possible for vir-
tuosi to embellish their perfor-
mances by all kinds of scales,
arpeggios, broken chords and
trills.

The Gypsy and Magyar.

It is the Gypsy and Magyar
races living in Hungary to whom
we pay homage. It is they who
have done a great service to
Hungarian music and to poster-
ity by playing from generation
to generation throughout the
land the rare themes of the Hun-
garian peoples themselves. It is
their orchestras that present the
truest conception of the real
sentiment and tone of the Gypsy
material firebreath and moods of
melancholy. And it is their in-
strument, the Czimbalom, which
does the real work of interpret-
ing.

In appearance the Czimbalom in
use to-day looks very much like a
spinnet with the covers lifted, but
the sound and tone, similar to that
of a well-voiced piano, has yet a
"wirey" effect when played by hard
hammers. It is approximately four
and a half feet in length and two
and a half feet in width. The steel
wires are spread out on a horizontal
board like the strings on a piano,
but they are not all placed in order
of pitch. The compass is one of
fifty notes from F sharp upward to
chromatic succession. The wires
are struck with two wooden sticks,
the striking ends of which are
covered with cloth. In 1874 Josef
Schunda, a manufacturer of these
instruments, invented a pedal-
damper for the Czimbalom, similar
to the right pedal on a modern
piano. Since that time the vibra-
tions may be dampened and the tone
softened.

Out of Obscurity.

The Czimbalom is best suited for
two-part music, but quick arpeggios
can give full chord effects, and
various melodic figures can be per-
formed easily. The first public use
of this instrument was in an or-
chestra on March 9, 1891, when it
was introduced in the Budapest
National Opera House in Franz
Eckel's opera, "Bank Ban." Later
incorporated the Czimbalom in his
"A Magyarok Istenek" his
"Viharrudolo," and in his third
orchestral "Rhapsody."

In June 1899, a chair was created
for the Czimbalom in the National
Conservatory of Music at Budapest,
and in 1897 the Royal Hungarian
Academy of Music also added the
teaching of the Czimbalom as a
part of its curriculum. Thus the
beginning of the twentieth century

ECONOMIC CRISIS.

Due to Splitting Up of
Europe?

CUSTOMS UNION.

Dr. Curtius Crosses Swords With
French Foreign Minister.

Geneva, Yesterday.
There was a sensational
Franco-German duel this morn-
ing, when the German Minister,
Dr. Curtius, told the Commis-
sion of the European Union that
the cutting up of Europe into
many new States was the chief
cause of the Economic crisis. He
advocated customs unions in
various countries as a remedy.
M. Briand (France), replying,
bluntly referred to the proposed
Austro-German Customs union
and said: "We must avoid any-
thing causing opposition, an-
xiety, or menace in Europe."
M. Briand strongly disagreed
with the contention that the
crisis was due to Customs bound-
aries, and asserted that high
tariffs were a part of the effects
of this crisis, and not part of the
cause.

The Commission was stirred
by this clash. M. Litvinof
(Russian) was especially atten-
tive.—Reuter.

HAVE YOU WON?

Lucky Numbers in
Cash Sweeps

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's
fifth extra race meeting cash
sweeps held yesterday resulted as
follows:—

Race 1.
No. 65 \$1,293.00
" 247 369.60
" 127 184.80
Unplaced runners (\$50 each)
Nos.: 470, 433.

Race 2.
No. 597 \$1,569.40
" 186 448.40
" 61 224.20
Unplaced runners (\$50 each),
Nos.: 16, 500, 261, 246, 34.

Race 3.
No. 254 \$1,080
" 37 480
" 97 240
Unplaced runners (\$50 each),
Nos.: 213, 632, 535, 74, 217, 70,
104, 584, 450, 719, 359, 728.

Race 4.
No. 40 \$3,416.00
" 30 976.00
" 499 488.00
Unplaced runners (\$100 each),
Nos.: 237, 523.

Race 5.
No. 545 \$1,960
" 845 560
" 878 280
Unplaced runners (\$50 each),
Nos.: 125, 683, 531, 8, 622, 745,
672, 409, 281, 697, 92, 511.

Race 6.
No. 268 \$1,807.40
" 600 516.40
" 715 258.20
Unplaced runners (\$50 each),
Nos.: 155, 183, 645, 113, 643, 697,
515, 438, 488, 310, 698, 548, 450,
210, 304.

Race 7.
No. 724 \$2,060.80
" 295 588.80
" 142 294.40
Unplaced runners (\$50 each),
Nos.: 652, 18, 435, 227.

Race 8.
No. 178 \$2,205.00
" 244 630.00
" 565 315.00
Unplaced runners (\$50 each),
Nos.: 565, 178, 244, 216, 878, 745,
497, 245.

Race 9.
No. 571 \$2,200.80
" 83 628.80
" 493 314.40

Race 10.
No. 821 \$2,570.00
" 755 750.00
" 589 368.00
Unplaced runners (\$50 each),
Nos.: 673, 578, 800, 117, 705, 202.

found the Czimbalom (a musical
relic whose ancestry may be traced
back to Nineveh) lifted out of
apparent obscurity and recognised
as an element in musical circles.
At the present time there are in
Hungary over ten thousand Czim-
baloms in use by individuals as well
as in orchestras.

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BETHAM EDWARDS

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Dangerous Curves

GRANT EDWARDS

Power Over Men T. S. FORREST

The Absurd Adventure S. GUISE

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Hong Kong, 1st May, 1929.

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KAN TONG PO,
Chief Manager.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Asia left Vancouver for Hong Kong, via Japan ports and Shanghai, on May 9, and is due here on May 27. She will sail for Manila at 5 p.m. on May 28 (Thursday).

The C.P.S. R.M.S. Empress of Canada arrived at Vancouver on May 13 (Wed.) at 5 p.m., leaves Vancouver on May 23 (Sat.), and is due at Hong Kong on June 12 (Fri.). She leaves Hong Kong for Manila on June 12 (Fri.) at 5 p.m.

The C.P.S. R.M.S. Empress of Japan (from Manila) is due here

at 9 a.m. on May 20 (Wednesday), and will berth at Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe, Yokohama and Honolulu at 10 a.m. on May 23 (Saturday).

It is notified that at the expiration of three months from date the Far Eastern Advertising Company (Hong Kong), Limited, will, unless cause is shown to the contrary, be struck off the Register of Companies and be dissolved.

Revised parcel post rates for certain countries are published in the Government Gazette.

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LOOK POONG SHAN,
Chief Manager.

COMING ???

JUST IMAGINE

COMMERCE & FINANCE

SHARE MARKET.

Weekly Reports by
Brokers.

G. A. HARRIMAN.

Hong Kong, May 16.
Mr. G. A. Harriman's Weekly Report and Market Review says:—

We have again experienced a very active market during the week under review which, although opening on the quiet side, gradually showed increased interest, and by the time the middle of the week was reached trading was very brisk with many stocks, such as Ropes, Realties, Cements, and Hotels all marked up to new levels. Although the latter belong to the speculative section, they were in great demand for cash and forward deliveries, and again due to the security of cash shares clients were forced into the forward market before they were able to satisfy their requirements.

Sterling stocks were exceptionally quiet and inclined to be on the easy side compared with the previous week, although very little business was actually put through in this section. Investment stocks, although showing only a slight improvement on the week's trading, were in much greater demand than they have been for some time past, with Hong Kong Ropes, Ropes, Wharves, and Trans all showing a tendency to harden.

The volume of business if anything increased with intensity towards the close with a steady demand in all stocks being well maintained.

Banks.—Hong Kong & Shanghai Banks were rather quiet with sellers prevailing at \$2.030. Bank of East Asia continued in great demand at \$121, but no shares were available under \$121.

Insurances.—Canton Firms were slightly better with enquiries at \$1.415. Hong Kong Firms had buyers at \$1.300. Unions were asked for at \$638. China Underwriters improved a great deal and changed hands at rising prices from \$5.10 to \$5.90.

Shipping.—Douglases opened with buyers at \$25, but closed easier with sellers at this figure. Hong Kong Steamships were in demand at \$28 in the early part of the week, but at the close buyers were offering only \$27.4. Union Waterboats receded to a selling rate of \$27.2.

Mining.—Raubs continued quiet at quotations. Venezuela Goldfields were more or less neglected. Docks, Wharves and Godowns.—Hong Kong & Kowloon Wharves were slightly firmer, business having been reported at \$165. Kowloon Docks attracted no attention and there were sellers at \$34. Providents (old) were taken off the market at rates between \$5.70 and \$5.90 cash and \$6.10 June closing in strong demand at \$5.85 cash and \$6 June.

Hotels and Real Estate.—Hong Kong & Shanghai Hotels had a big rise from \$15.30 to \$18 and many large parcels of shares changed hands between these rates, the market closing with buyers at \$17.70. Hong Kong Lands were dealt in at \$90.7/1 and more shares could be placed at \$91.4. Humphreys were rather quiet, but there were some enquiries at \$17.25. Hong Kong Realty had a very smart rise, transactions having been recorded as high as \$13.7/1 cash closing with buyers at \$13.60 cash, \$13.85 June and \$14 July.

Cotton Mills.—Evo Cottons attracted very little attention and there is no business to record, sellers prevailing at \$13.80.

Public Utilities.—Hong Kong Trams improved slightly and were done at \$19/19.45 and there were

further buyers at \$19.30. Star Ferries could be placed at \$94.4. China Lights showed renewed strength and were put through up to \$26.50 cash and \$26.75 June. Hong Kong Electric were quite firm with buyers prevailing at \$80.2. Telephones (partly paid) were obtainable at \$41.

Miscellaneous.—Cements (Comb.) experienced a very active market and large parcels of shares changed hands up to \$19.55, the market closing much stronger with buyers in evidence at \$19.70 cash \$19.90 June and \$20.10 July. Hong Kong Ropes after having fluctuated considerably between \$21.3 and \$24.10 closed in demand at \$23 cash and \$23.5 July. Dairy Farms had buyers at \$27. Watsons advanced to a buying rate of \$14.50. Sinceres were in request at \$16. Lane Crawford could fetch \$6.60. Constructions remained steady at \$7.80.

Forward Settlement Days.—May 28, June 23, and July 28.

CARROLL BROS.

Hong Kong, May 16.

The market during this week has been extremely active and large transactions have been done in Hotels, Realties, Cements, Ropes and Underwriters all of which show substantial advances over last week's rates. In the investment section whilst Banks and Unions have remained quiet there has been a steady demand for other stocks. The tone of the market generally is strong.

Evo Cottons have been less in demand as compared to the previous period.

Banks.—Hong Kong Banks have remained nominal at \$2.025 with probable sellers at \$2.030. Bank of East Asia are wanted at \$121.

Insurances.—Union Insurances have buyers at \$638 with sellers at \$645. China Underwriters after being rather quiet came in for a sudden demand and price rose to \$5.95 at which rate shares changed hands. There are sellers at \$6.00.

Shipping.—The inquiry for Douglases has ceased off and shares can be obtained at \$24.50. Steamboats remain at \$27 buyers with sellers at \$28.

Lands, Hotels and Buildings.—Hong Kong Hotels came in for a strong demand and considerable business was done during the week from \$15.75 to \$18.00 cash, at the close buyers are offering \$17.70 with sellers at \$17.80. Hong Kong Lands have buyers at \$90.50 with sellers asking 50 cents more. Hong Kong Realty have experienced a sharp rise to \$13.75 but at the time of going to press the market appears slightly easier. Humphreys have been in steady demand and have advanced to \$17.70 buyers.

Mining.—There has been little doing in this section.

Cottons.—Evo Cottons have eased off slightly but rate shows no appreciable decline, buyers offering \$13.65 cash.

Miscellaneous.—China Lights have remained firm and price has advanced to \$26.25 cash buyers and \$26.75 for June. Cements in the latter part of the week came in for a good deal of attention with buyers at \$19.40 after business at \$19.50. Hong Kong Amusements are neglected as also are China Entertainments. Lane Crawford did not hold their position but fell away to \$6.50 buyers with sellers at \$6.75. Constructions have been done at \$7.60 with further buyers at \$7.70. Hong Kong Ropes at one time touched \$24.00 but have now sellers at \$23.00 with buyers at \$22.00. Hong Kong Trams fell away to \$18.80 but have since recovered to \$19.30 buyers. Telephones have not been inquired for to any extent, shares can be had around \$40.00 for the partly paid shares.

Exchange.—The T.T. Rate on London is 111.3 and on Shanghai 78.3. Forward Settlement Days.—28th May, 23rd June and 28th July, 1931.

EXCHANGES.

YESTERDAY'S QUOTATIONS.

On London 111.3
Bank, wire 111.3
Bank, on demand 111.3
Bank, 1 months' sight 11 13/16
Credits, 1 months' sight 1.7 7/16
Documentary, 4 months' sight 1.9 9/16
On Paris 607 1/2
Credits, 4 months' sight 647 1/2
On Berlin Nom.
On New York 23 13/16
On demand 23 13/16
On Bombay 65 1/2
On Calcutta 65 1/2
On Singapore 42 3/4
On Manila 47 1/4
On Shanghai 77 1/2
On demand 5 1/2 dis.
On Yokohama 48 1/2
Silver (per oz.) 1.7 3/4
Bar Silver in Hong Kong Nom.
Copper Cash Nom.
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2 p.m.
Chinese Sub. Coin 23 1/2 dis.
Hong Kong Sub. Coin Par.

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MISCELLANEOUS

STAMP EXCHANGE.—Stamps of Hong Kong and China wanted in exchange for Canadian stamps. Write direct to Jos. Meyer, 2,222, Wallace Street, Regina, Saskatchewan, Canada.

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FOR SALE.—Victrola Cabinet Gramophone in excellent condition with 200 records. No reasonable offer refused. For further particulars apply to Box No. 276, c/o "Sunday Herald."

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36, Nathan Road, Kowloon.



Today Mr. H. A. Taylor, F.I.C., the general Assistant Superintendent and

Monopoly Analyst, Imports and Exports Department, completes 18 years' service with the Government. It was on May 17, 1913, that he received appointment as Apothecary and Third Assistant Analyst, Medical Department, and he arrived in the Colony to take up his appointment on June 25 of the same year.

Less than a year later, on February 1, 1914, Mr. Taylor received his present appointment as Assistant Superintendent and Monopoly Analyst, Imports and Exports Department.

During the absence on Home furlough last year of the Superintendent, Mr. J. D. Lloyd, Mr. Taylor acted as head of the Imports and Exports Department.

In the course of his long connection with the Department, Mr. Taylor on many occasions appeared at the Police Courts to conduct prosecutions brought by the Revenue Department, and all solicitors who had "opposed" him in such cases will readily agree that Mr. Taylor always presented his cases in the fairest possible way.

Certain persons were not pleased with my notes last week about Morrison Hill and/or Quarry, but knowing human nature for what it is I have long given up hope of pleasing everybody!

What I want to say this week is that the site even as it is can be converted into an ideal place of recreation for those who like strenuous and thrilling sport. What about turning it into a miniature Alp and charge people a nominal sum for the pleasure of scaling it? Nets like those seen at circuses could be stretched all around the hill to catch those who fall, and thus obviate all danger.

At the top of the hill a little kiosk could be erected so that people could quench their thirst after the exertion. If the kiosk bar is approved by the two morning papers and run by Government it would be a means of adding to the Colony's revenue.

Another revenue making idea would be to charge amusement tax for those who would rather stay at the bottom and enjoy the fun of watching the climbers.

I don't think the return journey from the top should be made by means of rope and pulley. Instead, a chute should be constructed on one side of the hill and climbers be provided with toboggans to slide down on. The place should be called Luna Park.

I simply have Two Grousers. to mention two people who have the nerve to grouse against my notes of last week.

The first was Tubby. He was decidedly wild because I had recently stated that the stretch of Bowrington Canal is no more. Tubby said I did not know what I was talking about and asserted that "the stink is terrible round about midnight, when the water is low." Well, Tubby can hardly blame me for not knowing that because I never had occasion to find myself in the vicinity of Bowrington Canal at that unearthly hour. The times I have passed the canal during the day, and that usually on the top deck of a tramcar, there had been no smell.

The other grouser was Abe. He asserted that I was wrong when I said that there are only about three public telephones in town and to prove his assertion, promptly started to count — I forget how many — on his finger tips. Unfortunately for him, he mentioned those in the City Hall and the Post Office and I had him.

I pointed out that those two could hardly be classed as public telephones in the true sense of the word because they are not available to the public at all times. The City Hall and Post Office close their doors at fixed hours and then those telephones are not accessible to the public until doors are open again in the morning. Those two telephones are only available during business hours when their usefulness is hardly apparent as any one can walk into an hotel, store or restaurant and put through a call for nothing, so why should they put ten cents in the slot for

the privilege of using a public phone, unless they are after a cheap Turkish bath! Yes, I wasn't wrong when I said that there are only about three public telephones in town that people could use throughout the 24 hours of each day.

Many of my readers must have some time or other heard our Jack Tars use the phrase "Boonga-boonga" in reference to a handlubber or even toward an over credulous comrade and wondered as to its origin and exact meaning. Well, here's the explanation:—

An amazing hoax was once perpetrated by some Oxford undergraduates at the expense of the British Fleet, then lying off Portland. Two of the conspirators posed as Abyssinian princes of the blood royal, the others acted the part of aides-de-camp, secretaries, and general retinue. Their coming had been heralded by an apparently authentic telegram which purported to emanate from the Admiralty in London, and the visitors were received with a salute of a number of guns calculated to accord with their supposed royal rank, after which they were conducted over the flagship, and entertained at luncheon.

The self-styled Abyssinians expressed their pleasure at the courtesies received, repeating over and over again the words "boonga, boonga," which cryptic phrase, when the truth became known, was promptly adopted into the vocabulary of the Senior service as a synonym for unfounded credulity.

The shroff Think It Over. rather than the salesman can really give you the "low down" on a lot of people.

When we cease to make good resolutions it is a sure sign that Old Age is just around the corner.

Often the fellow who is called a rough neck has a soft heart.

You are poor indeed unless you are rich in pleasant memories.

You cannot enrich your own life unless you are constantly giving to enrich the lives of others.



SUNDAY SALLIES.



Local heading we never see: "Unintrepid Voyager."

We read that small ears are often a sign of impudence.—But so, often enough, are thick ones.

Interest in the lawn bowls open singles championship has been killed.—An official has already spotted the semi-finalists!

Local Press note on Lourenco Marques: "Rue Arculjo."—Since when did the Portuguese hand over Rua Arculjo to France?

The latest: An Aberdonian bought a ticket in the Irish Derby Sweep under his sister's name, so that if it did win the first prize he wouldn't be taken off the dole.

Overheard at Repulse Bay: "What is blank verse, George, dear?" "Why, honey, I guess it's just verse that means nothing."

The Herald Order of Dismerrit (for the best pun) is awarded to the man who wrote that when Ernest Schoedack set out to make "Rango" he made no bones about it!

In a Kowloon school:—"Now, Tommy, where is the capital of Scotland?" "Please, teacher, father says it's divided between Celtic and Motherwell."

There is no truth in the statement that, following the Prime Minister's recent talk with Charlie Chaplin, the great comedian has accepted the post of Comic Relief to Mr. Philip Snowden.

"Men of Letters" par in local paper: The whole of the English-speaking races will hear with regret that the B.B.C. Pronunciation Committee cannot agree whether the final "g" in painforte should be silent or not.—The neighbours would wish the whole dashed painforte to be silent!

Newspaper heading: "America To The Fore."—Golf news, of course!

Paucity of ideas for captions:—Evening paper: "I am a Smug-gler."

Morning paper: "I'm a Smug-gler."

Miss Dorothy Knapp, the beautiful American model, denies that she is going to take the veil.—Evidently she is still quite content to be at one with the Knapp kin.

A coincidence.—The Chinese director of a newspaper in Singapore, who was summoned for infringing the copyright of a Reuters cable, was defended by Mr. Bragan!

From a local diary:—Anniversaries and holidays.—Rogation Day. Anniversaries and holidays.—Ascension Day; Holy Thursday. Anniversaries of what? And who got the holidays?

A yegg in America has invented a machine that will produce rain whenever it is required. The trans-Pacific cables, we believe, are almost red hot with inquiries from Kowloon, asking if he can invent a machine that will do the very opposite on a lawn bowls match day.

Pioneer lawn bowlers, W. Rattey and J. E. Hansen, are still in the Colony, but it is suspected that their interest in the game is now chiefly confined to reading the results in the Herald on Sunday mornings, and "Short Heads" reviews in the China Mail on Tuesdays and Fridays.

From "Who's What," by Lionel Sloopin, the well-known After School Hours Editor of the Dish-water Weekly:—How to make a pipe rack. Twist it in your hands. How to stop smoking. Carry a cigarette-lighter. How to avoid falling hair. Jump out of the way.

We hear of an Irish pig that has given birth to fifteen piglets.—What have the Anti-Litter Society to say about this?

We award the Herald Wings ("For Supreme Courage") to the man who, on his way to the dentist's, stopped to watch a pile driver at work.

We viciously aim to-day's special increased-weight Herald Wings ("For Rapidity of Thought") to the individual who applied for the position of bow-car in the Empress of Britain.

The P.M.G. in a Parliamentary reply states that stamp-selling machines have been installed at about 2,600 sites throughout Britain.—How about sparing one for Hong Kong?

The Celtic team were each presented with a lamb on the occasion of their winning the Scottish Cup.—This enabled them to give the Airdrieonians a good bleating on the following Saturday.

There is no truth in the statement that when certain Income Tax offices at Home recently went on fire the applause of the spectators could be plainly heard above the roar of the flames.

A film actress who was divorced on March 31, was married again on April 16.—We believe that the long delay was due to some absurd idea that early remarriage is not done nowadays.

In view of the approaching holiday season, a Scottish paper offers gratis the following recipe for coast landladies:—To make pea soup, carefully immerse one pea in a gallon of water and bring to the boil. If the soup gets too thick, add more water.

We are getting commerce-minded—in the names of new streets. The latest list includes Sugar Street, Factory Street, Boat Street, Power Street, Glass Street, and Cotton Path.—The next new one may be named Dollar Stamp Lane or Retrenchment Bridge Path.

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RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 850
metres.

11 a.m.—12.15 p.m.—Union Church
Service Relay.
Preacher: The Rev. E. G. Powell.
Order of Service:—
Voluntary.
Hymn: "Ye Servants of God, Your
Master Proclaim."
Invocation and Lord's Prayer.
Hymn: "O Lord, Thou Art My God
and King."
Scripture Reading: St. Mark Chap.
15; Verses 10-26.
Hymn: "God is Love."
Prayer.
Anthem: "Incline Thine Ear to Me."
Offertory Prayer.
Hymn: "The Lord That Once Was
Crowned With Thorns."
Sermon: "The Man Who Couldn't
Forget the Cross."
Hymn: "Crown Him With Many
Crowns."
National Anthem.
Benediction.
Voluntary.

12.15-2 p.m.—Chinese Pro-
gramme.

1 p.m.—Weather Report, Local
Time, etc.

8 p.m.—Local Time and Weather
Report.

8.03-9 p.m.—Union Church Social
Relay.

Organist: Mr. G. E. Longyear.
Soloist: Mr. W. H. Bailey.
Community Singing: Conductor—Dr.
L. T. Hile.

Programme.

Organ: Gloria (12th Mass) (Mozart).

Community Singing: "We Love the
Place, O God, Whence Thine Honour
Dwells."
Organ: Benedictus (12th Mass)
(Mozart).

Solo: Honour and Arms (Samsen-
Handel).

Community Singing: "Lord of All
Being, Through All Ages."
Organ: Chorus: "Never Bow
Down" (Handel).

Community Singing: "How Sweet
the Name of Jesus Sounds."
Solo: "When I Survey the Won-
derous Cross" (Lawrence Hope).

Community Singing: "Abide with
Me."
Organ: Selected (Mozart).

Doxology.
Benediction.

9.45-10 p.m.—A Collection of
H.M.V. and Victor Records kindly
selected and loaned by a Listen-
er.

Choral—
I Waited for the Lord
(Mendelssohn).

O Come, Everyone That Thirsteth
(Mendelssohn).

Choir of the Temple Church
(C.F. 94).

Violin Solo—
Love's Joy—Liedtke (Kreisler).

Love's Sorrows—Liedtke (Kreisler).

Fritz Kreisler (DB985).

A Summer Night Idyll.
Nightingales & Church Bells
(B2334).

Choral—
Lead Us, Heavenly Father (Pillitz).

Sevenfold Amen (Stainer).

Choir of St. Margaret's
(B2531).

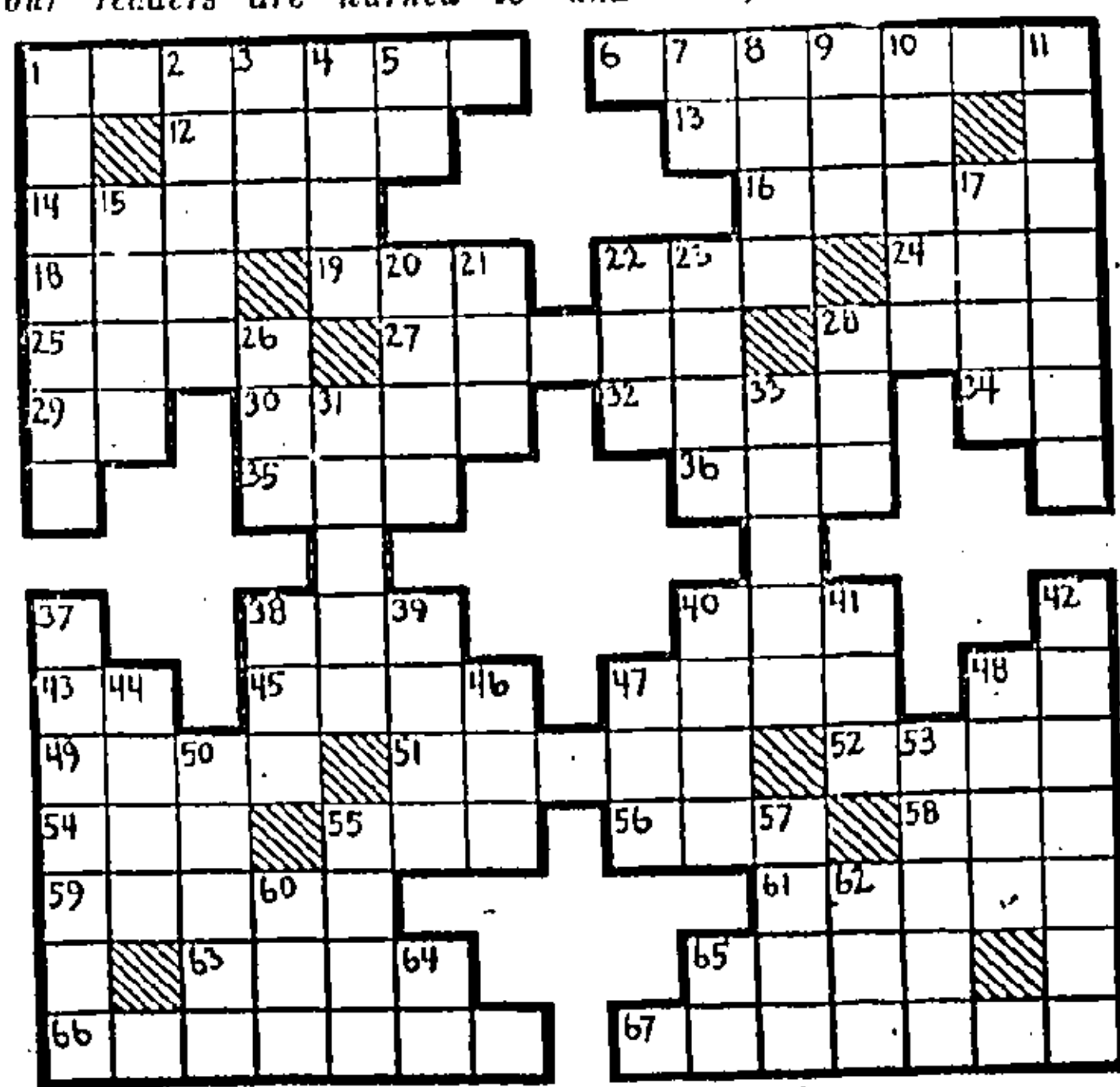
Choral—
Nearer, My God, To Thee (Dykes).

Gregorian Chant, College of
the Sacred Heart (M-69).

Song—
Who is Sylvia? (Schubert).

OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but
spellings, such as harbor, photo, look out for occasional phonetic
our readers are warned to and altho.)



HORIZONTAL

- 1-A handkerchief
- 6-A city in Michigan
- 12-A medicinal plant
- 13-Warmth
- 14-Organ of smelling
- 16-Atmosphere
- 18-Highest mount of
Greece
- 19-Faucet
- 22-To batter
- 24-Part of the head
(by bus)
- 25-Narrated
- 27-A cathedral city of
France
- 28-The Irish Gaelic
word for "and"
- 29-Conjunction
- 30-To leave out
- 32-To buff-polishing
- 33-Inflammation
- 34-French for "and"
- 35-Moist sticky soil
- 36-Those in office
- 38-A small horse
- 40-Animal's tale
- 43-Egyptian sun-god
- 45-Sacred picture
(Greek Church)
- 47-Fish-like animal
- 48-Father
- 49-A musical work
- 51-A former president
of Cuba
- 52-That which

HORIZONTAL (Cont.)

- 54-Wickedness
- 55-A river of
Switzerland
- 58-Combining form—
middle
- 59-A branch of
learning
- 59-Top of the head
(pl.)
- 61-A social class in
India
- 63-An Egyptian
godhead
- 65-A lure
- 66-To liberate
- 67-A soldier's
drinking-flask

VERTICAL (Cont.)

- 15-A small
- 17-Comfort
- 20-Barren and dry
- 21-A kitchen utensil
- 22-A Portuguese coin
- 23-Prefix—against
- 24-A title in Portugal
- 28-A letter of the
alphabet
- 31-Melody
- 33-At a point farther in
- 37-To thrive
- 38-It is, contracted
- 39-A Roman garment
- 40-To stoop, as by
mental shock
- 41-Unused
- 42-A mound
- 44-Chief town of
Samoan Islands
- 45-And not
- 47-To shut in
- 48-Unto the time of
- 53-Hurry
- 55-Largest continent
- 57-To scrutinize
- 60-Compass point
(abbr.)
- 62-Small river island
(abbr.)
- 64-Steamship (abbr.)
(abbr.)

GOLF.

Starting Times for To-day.

The Secretary of the Royal
Hong Kong Golf Club supplies
the following list of starting
times for Fanning to-day:—

9.20 a.m.—(If train is late all
times will be adjusted).

9.24 a.m.—J. G. Campbell and
S. T. Butlin.

9.28 a.m.—A. M. Parker and A.
Reid.

9.32 a.m.—W. C. Haley and J.
Richmond.

9.36 a.m.—G. A. Leiper and A. J.
Wolfe.

9.40 a.m.—A. Leach and J. A. R.
Selby.

9.44 a.m.—H. W. Dolly and H.
W. Williamson.

9.48 a.m.—R. C. Law and F.
Leibel.

9.52 a.m.—A. C. I. Bowker and
W. N. Byers.

9.56 a.m.—V. R. Gordon and A.
H. Penn.

10.00 a.m.—F. A. Redmond and
D. J. Gilmore.

10.04 a.m.—A. G. Copple and
H. E. Remington.

10.08 a.m.—J. S. King and A. D.
Coppin.

10.12 a.m.—G. W. Carrott and D.
F. Cleland.

10.16 a.m.—E. Stone and W. J.
Hidldford.

10.20 a.m.—A. H. Ferguson and
I. W. Shevan.

10.24 a.m.—E. H. West and J. R.
Collis.

10.28 a.m.—G. Castle and J. S.
Dykes.

10.32 a.m.—A. D. Humphreys
and O. Eager.

10.36 a.m.—L. C. Grover and G.
B. Lane.

10.40 a.m.—G. E. Mitchell and
E. G. Price.

10.44 a.m.—R. S. W. Paterson
and G. W. Pope.

10.48 a.m.—F. C. Young and M.
Nicholson.

10.52 a.m.—C. Broumhreys and
J. K. MacFarlan.

10.56 a.m.—W. Mulcahy and D.
McLellan.

11.00 a.m.—D. C. Brodie and R.
H. Dowler.

11.04 a.m.—K. K. Rounds and R.
Sanger.

11.08 a.m.—W. C. Shields and
N. Z. Littlejohn.

11.12 a.m.—P. Sykes and J.
Guthart.

11.16 a.m.—S. S. Strahan and P.
S. Cassidy.

11.20 a.m.—W. R. Vallance and
P. C. O. Mosely.

Master E. Lough, Boy
Soprano (B2681).

Vocal Trio—
Come Away Death (Brahms).

Masters Lough, Horton &
Mallett (B2836).

Organ Solo—
Old Irish Air.

The Bells of St. Mary's.
Archer Gibson (B2900).

9.45-10 p.m.—
Gregorian Chant,
Plus X Choir, College of
the Sacred Heart (M-69).

10 p.m.—CLOSE DOWN.

RACING FOR HEALTH

Detrimental Effect of Betting.

MENTAL STRAIN.

Racing and health may not ap-
pear, at first sight, to have any
close alliance, but as all matters
of interest to the general public
should be considered by those deal-
ing with public health, the race-
course must come under a survey.

Putting betting aside, for the
moment, few sports are more con-
ducive to good health for the man
engaged in sedentary employment
than racing.

Change is of great importance;
change of scene, air, association;
and no other sport gives these in
such full measure.

Eyes were given us to see with,
and their use has a decided in-
fluence on our health. Colour,
light, movement, varying scenes
are all of importance. They all re-
present mental food and drink to
the man whose task in life keeps
him confined to desk or office.

Varied Incidents.

No tonic of the chemist's labora-
tory could have such immediate
effect. It is not necessary to speak
of change of air. The large arenas
of the average racecourse allowing
them to be wind-swept, wind-wash-
ed and wind-purified, ensures that
fresh air, full of oxygen, red blood
supplying, bracing, will be received
in full measure.

To enjoy racing to its fullest ex-
tent, it is necessary that it should
be taken as a whole, and not from
the point of view of the racegoer
who confines his attention to ob-
taining a post of vantage on the
rails from which he dare not move.

Racing, more than any other
sport, provides a full measure of
varied incidents, and gives the
mind food for thought, amusement,
and healthy excitement, at the
same time supplying the physical
requirements of fresh air and ex-
ercise, which are of primary im-
portance to bodily health.

The whole being is, as it were,
washed and rejuvenated.

Insignificant Stakes.

Even jockeys—though they have
to subject themselves to severe
dieting—look strong, wiry and fit,
slight and lightly built as they
have to be.

In general the effect of betting
on health may be said to be detri-
mental. Even the most placid can-
not regard with equanimity the
loss or gain of money employed in
such a hazardous manner as racing.

If the amount at stake is in-
significant its influence may be of
small consequence, or even may be
productive of pleasure when suc-
cess attends the selection of the
winning horse, but as failure, with
resultant depression, is far more
common, occasional successes are
so outweighed that they may be
disregarded.

To risk money the loss of which
cannot be borne composedly is cer-
tainly harmful, imposing anxieties
and strain on the brain, and,
through it, on every vital function
of the body.

For these reasons, the casual
racegoer in search of health
should keep his hand out
of his pocket or put it
in on rare occasions, and
then only to such an extent
that any monetary loss which
might ensue will give no heart-
burning to himself or others.—Dr.
Lechmere Anderson, Medical Offi-
cer of Health for Doncaster, in the
Daily Express.

CRICKET IMPASSE.

Uncertainty of Tour to Australia.

"AUSSIES" FINANCE.

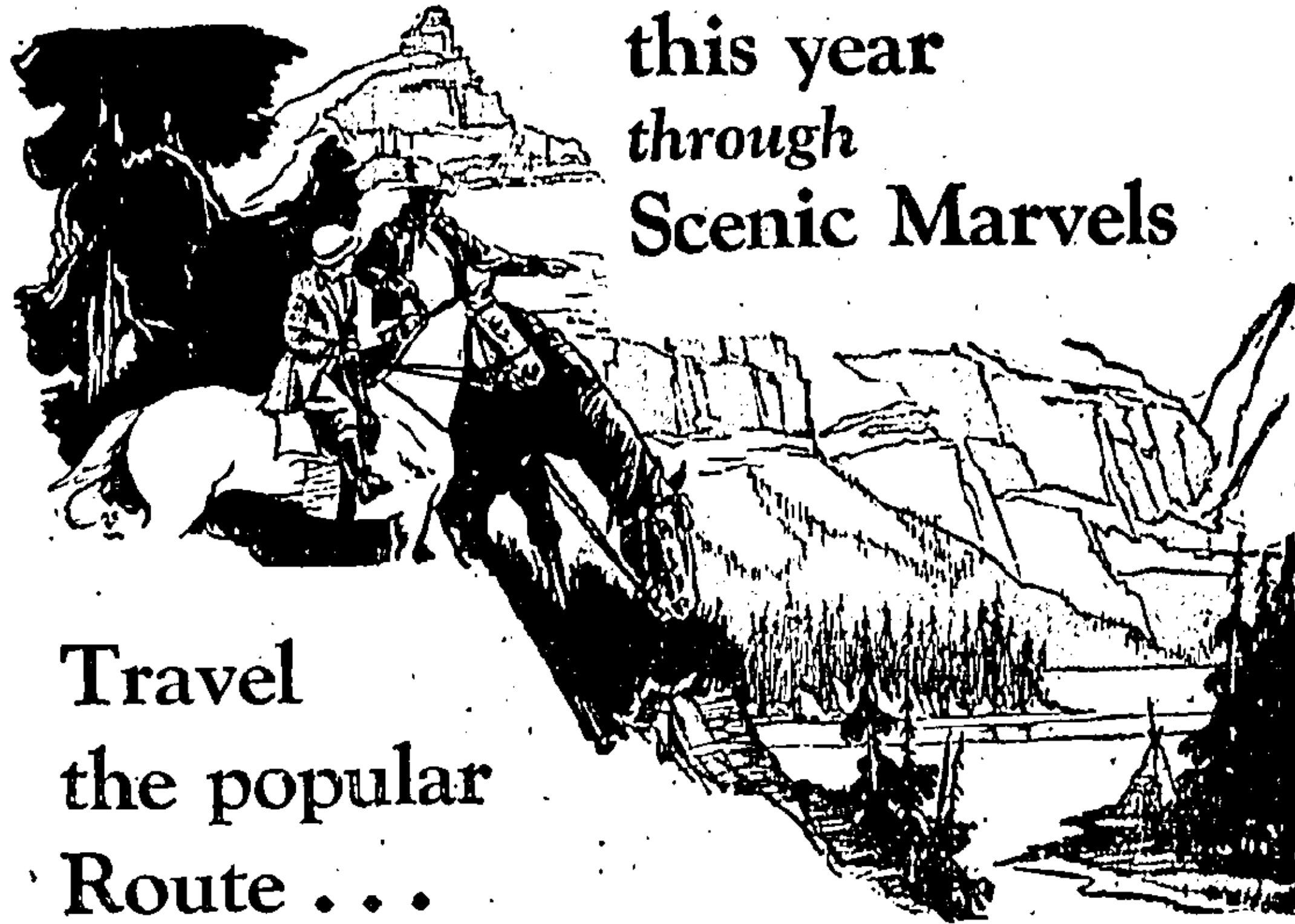
Melbourne, April 24.

There may be no South African
cricket tour of Australia during the
next Australian season. South
Africa has made all preparations,
and the team has been chosen and
the itinerary fixed, but the Aus-
tralian economic situation is such that
the Australian Cricket Board of
Control have decided that they can-
not be responsible for the adverse
exchange rates, which will mean to
the touring side at the present rate
a loss of £30 in every £100.

The Chairman of the Australian
Board (Dr. Robertson) to-day said
that it was possible the board would
agree to South Africa's suggestion
that if South Africa would not
come to Australia then an Aus-
tralian team should be sent to South
Africa. He has cabled to South
Africa pointing out that a quick
decision on the matter is impera-
tive. — Press Association Foreign
Special.

There should be an inextinguishable
fire to prevent boxing lights of
other days from coming out of
obscurity to oppose younger, virile,
and dangerous opponents.—James
Butler.

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WITH PEARS

You have stewed pears in a round
glass dish. You serve them with a
big spoon. Two or three on a
plate—that's the right helping.
Now some juice! The pears seem a
bit lost yet—looking for some-
thing—cream! Ah, Nestlé's Cream.
Open a tin and pour it on. Rich
cream like they give you at the farm;
and fresh as if it had just been taken
from the milk.

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PUBLICITY WHILE YOU EAT.

Novel Restaurant To Be Opened.

A restaurant existing by, and
for, advertisements will be opened
on the Kurfurstendamm in Berlin.
Restaurants have been doing badly
owing to hard times in Berlin, but
the new cafe, it is anticipated, will
be able to give good fare at low
prices because the advertising will
pay all expenses.
The cafe walls, ceiling, floor,

tables and chairs will all be back-
grounds for advertisements.

The china and cutlery will re-
commend proprietary articles, and
even the dresses of the waitresses
will serve a similar purpose. Ex-
cepting for a yard high frieze of
mirrors around the walls of the
cave rooms, the space will be for
rent like a hoarding.

A strange idea of the organizer
of this publicity cafe is to have
beards, moustaches and whiskers
painted on the mirrors at the
height of the guests' heads when

sitting at the tables. Thus they
will be able, with a little adjust-
ment of position to see themselves
fitted with the various kinds of
hirsute adornment.

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- 901—COPPELIA HALLET.
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Columbia Light Opera Co.
- 597—FOUR INDIAN LOVE LYRICS.
Union Symphony Orchestra.
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Grenadier Guards Band and Choir.
- 9878—FAUST—VALSE—PRELUDE.
Milan Symphony Orchestra.
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Lietke, Sereno, Russell, Noble, and Chorus.
- DX8—VOYAGE ON A TROOPSHIP.
Grenadier Guards Band with Vocal Chorus.
- DX42—LIGHT CAVALRY—OVERTURE.
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HONG KONG, SUNDAY, MAY 17, 1931.

Specious Pleading for the Bus Companies.

IT looks as if the Kowloon Residents' Association are going to be caught napping, as are the general community in the mainland. A very cleverly worded piece of pleading has appeared in a daily paper — probably none of whose employees uses the Kowloon buses once a month — for raising the bus fares, subject, we are very considerably informed — after everything is cut and dried — to the consent of the Government.

It seems no time since the bus fares on the mainland were raised, for the primary object, it was suspected, of paying for palatial new depots that could well have awaited a more appropriate season. But, of course — how could it be otherwise — the dollar is once again blamed for the "necessity" to raise the fares. It is heartrending to read now that petrol, tyres, oil repairs, accessories, and even the buses themselves have to be paid for in gold, and are costing twice as much now as when the dollar stood at 2s. value. All this special pleading, to be sure, could have been used, per medium of one very obliging morning daily paper, when the fares were last raised. The public memory is not so short as not to remember how comparatively recently the bus fares on the mainland were raised.

It is to be hoped that neither the Government nor the Kowloon Ratepayers' Association will be in the slightest way impressed by this special piece of pleading. To a more handful on the outskirts of the bus routes, it may seem at first hand something of a concession to be able to travel all the way for 15 cents first class and ten cents second class. Let a party of four or five use a taxi and the bus will be left far behind as regards both price and service — and cleanliness. At present most of the buses seem to be a law unto themselves. They care not one jot whether or not they miss a Ferry or whether patrons have to wait at stopping places for ten, fifteen, or even twenty minutes for a bus, or whether one can get one's white suit ruined in the Summer by the previous day's dust that is allowed to accumulate of a morning.

Let the bus companies in Kowloon begin to give the public service. Let them abolish the silly system of monopolies on certain routes. Let them keep to scheduled time in catching the Ferries. Let them compel their employees to use a little elbow grease in ridding the buses of dust and dirt — and even spittle — and then — and not one moment before then — approach the Government for permission to standardise the fares at the expense of the majority who only travel short distances. The bus concerns on the mainland are on a good enough wicket — at the expense of their patrons — but with a Government worth its salt fifty per cent. of the "service" would be put out of commission by virtue of their abject failure to cope with public convenience. It was predicted recently when the bus fares were raised on the mainland that fewer passengers would be carried per day than previously. If they now get round the Government in the same soft manner as they appear to have got round a morning daily paper, they will very soon find that the majority of the community in Kowloon will prefer taxis or even jinrikishas. And who shall blame them?

DEATH.

EZRA.—Reuben Ezra died at the Government Civil Hospital last night. The funeral will take place at the Jewish Cemetery at 5 p.m. to-day (Sunday).

MENACE TO CHILDREN.

The new Children's Playground, situated below Signal Hill, Middle Road, Kowloon, of late has turned into a recreation park for dogs, many of which are unmuzzled, and even when leashed get within quite close proximity to the many children. All kinds and conditions of dogs are seen there—mangy, diseased, and otherwise. They are brought by ladies who are only out exercising their dogs and by coolies. Naturally, the ground becomes polluted, and attracted flies. Ticks are also to be found in the grass. Such a state of affairs does not make this a healthy place for Kowloon children, and it is the duty of the powers that be to prevent dogs entering the park.

Another nuisance is a Chinese fortune-teller who enters the playground and collects around him all the amahs, who leave the children to look after themselves for a considerable period. Only amahs and parents with children should be allowed to enter the playground — servants, coolies, fortune-tellers, and canines should not be admitted under any circumstances.

TRICK CYCLISTS.

"Expert" Rider Before the Magistrate.

HANDS OFF HANDLE BAR.

"I might mention that there is an epidemic of trick cyclists on the reclamation, and they are very hard to catch," said Sub-Inspector McLellan in the Central Police Court yesterday, when he charged a Chinese youth before Mr. W. Schofield, with having ridden his bicycle in a reckless manner.

Defendant admitted the offence. Inspector McLellan said that at about 8.45 o'clock on Friday he was in Fleming Road, when he noticed defendant coming out of Hennessy Road on a bicycle. Both defendant's hands were off the handle bar and he was rolling up his sleeves. There was quite a lot of people about, and a motor car passed defendant.

Defendant: I am an expert bicycle rider.

Inspector McLellan remarked that it was not he who arrested the defendant but a Chinese P.C. who happened to be in the vicinity.

The Magistrate (to defendant): "There is too much traffic for that sort of thing. Fined eight dollars."

News in Brief.

The Bishop of Victoria will preach in St. John's Cathedral to-day at 11 a.m.

Patrons of the King's Theatre will be interested to hear that a ten dance will be held in the Restaurant to-day, commencing at 4.30 p.m.

APPOINTMENTS.

His Excellency the Governor has appointed Mr. Victor Cecil Branson, M.C., to be Second Lieutenant in the Hong Kong Volunteer Defence Corps, with effect from May 3.

It is notified that the Hon. E. B. Hallifax, C.M.G., C.B.E., resumed duty as Secretary for Chinese Affairs on May 11.

His Excellency the Governor has appointed Mr. Alan Eustace Wood to be Chief Assistant to the Secretary for Chinese Affairs, with effect from May 11.

His Excellency the Governor has appointed the following officers to be two of his Honorary Aldermen:—
Second Lieutenant Ivor Gordon Moon, South Wales Borderers.
Flying Officer Anthony George Carl Somerhaugh, Royal Air Force.
Mr. B. Wylie has been reappointed a member of the Board of Education to 1933.

HONG KONG FAIRY STORIES.

The K.B.G.C. bowling greens are like billiard tables!

The Kowloon public will hail with delight the standardisation of the bus fares.

"Holland and Luz will probably meet in the third round of the lawn bowls open singles competition."

The local Currency Committee has called congratulations to Mexico on adopting the gold standard.

A few multi-tails are to be sent Home for the "enlightenment" of House of Commons critics and busybodies.

OUR SERVICE MEN.

Sir,—As you are allowing opinions to be published in your columns perhaps you would insert this short unbiased opinion from a "Service Man." "Vega" (2.5-31) and "A.L.C." (9.5-31) are certainly hitting hard and true, but I am afraid the latter is missing his mark. Being antagonistic will never heal the break.

Exactly what do we want? To be treated as equals with all Europeans in the Colony? Surely that is asking a lot, and I have yet to hear of a Service man in uniform venturing into the sacred portals of the "savoy," or an equally important London hotel. I am afraid we can't expect the social orders to be altered so much in our favour.

"A.L.C." says the "Smart Set" are jealous of a Service man. In it the other way round? I wonder. I do not expect to be introduced to all the "Smart Set" of the Colony. Why should I? I am one of so many, and they are so few. The manners of which "A.L.C." talks of forbid them, or I, to speak to each other without those necessary introductions.

I am sure we can "cool down" a little and realise, after careful thought, that we aren't so badly done by after all. It is obvious that we can't all be on speaking terms with our fellow-country people.

Try to avoid all ill-feeling and remember that we can ignore things which appear to be "nasty" and treat them with the contempt they so richly deserve. The "Navy" is in a terrible position. Wherever it may go it cannot take its own "Colony" with it, and though as a body it is loved by all, individually many are bound to be disappointed.

To balance things all round just remember, "Colonists," that the Service man is above the average at the present time in every way. He will never annoy; if he does he is dealt with more severely than any civilian; therefore, you are quite safe to allow him to "feed" at an adjacent table. Don't relieve the certain restaurant of your custom because you were looked at by a bold "AB" at dinner last night. He may have made a "noise" with his soup, but I have heard far worse from civilians, and so have you.

Try treating every one as a fellow-diner whether he is dressed in white, khaki or beach suit; it will make a success of your own meal.

Lastly, at a "show" don't inspect your neighbours; it's "not done." If you are sitting next to a uniform, try to remember who you were sitting next to at your last appearance at a theatre back in the old country. Perhaps it was "Lord" — perhaps it wasn't.

There is no need for the "bite" that "A.L.C." mentions. Don't forget we are all "friends" though not on speaking terms.

Yours, etc.,
H. G. O.

Hong Kong, May 14.

BUS MENACE.

Sir,—At the present time when the usual landing wharf of the Kowloon Star Ferry wharf is under repair and the easterly wharf is being utilised to disembark passengers, it would be a sound, and, no doubt, safe scheme for "buses," which have discharged their passengers at the new "island" to be held up until the passengers from ferries arriving at Kowloon have crossed over to the "bus" cattle pens.

The other night quite a few lives were endangered by an empty "bus" making for its starting place through a large crowd of pedestrians who were forced to scatter in every direction for safety.

All traffic is held up at the Hong Kong side when a ferry is discharging passengers, and it would not be difficult for the same practice to be inaugurated on the peninsula.

Yours, etc.,
ENDANGERED.

Kowloon, May 14.
[Some "buses" make a practice of stopping (after passengers alight) until the road is clear of passengers off a Ferry; but others do not. The incident complained of is not an isolated one.—Ed., S.H.]

DOGS IN BUSES.

Sir,—I witnessed an incident the other day which I would like to convey to your readers, through the medium of your esteemed columns.

A Japanese got into a motor bus in Ho Mun Tin, and he had with him a pointer dog. The

LETTERS TO THE EDITOR

Chinese ticket-collector rudely told him to get off the bus, without giving any explanation. I afterwards learned that the "Wong Kih" had enforced a new regulation to the effect that dogs are not allowed to travel in buses.

Whether that is true or not I don't know, but it is quite certain that not a single one of those buses in Kowloon displays a notice to that effect!

Yours, etc.,
WHAT THING.
Kowloon, May 16.

IRRITATING.

Sir,—As a regular patron of the Majestic Theatre, in Kowloon, I would like to voice a complaint through your valued columns. It is this. There is nothing more irritating than the sound of crunching peanuts or eating melon seeds (qun cheo), whilst a talking picture is in progress, especially where the scene is interesting and calls for attention.

I would have enjoyed "The Devil's Holiday" but for the irritation complained of.

Will the management please take note?
Yours, etc.,
CHRONIC.
Kowloon, May 16.

"HELL'S ANGELS."

Sir,—It is often said that war brings out the best that is in mankind. But does it? Modern warfare is no longer a test of individual or national bravery. The picture now showing at the Queen's Theatre, called "Hell's Angels," is all too realistic. Apart from being very cleverly executed, the picture very plainly teaches those people who do not know what modern warfare is like, what a terrible slaughter it is, and some idea what the next large "set to" will be like. The complete destruction of towns and cities; the wholesale carnage of men, women and children by poison gas, liquid fire, high explosives, etc., by "Hell's Angels" and modern scientific appliances and armaments, is too terrible to contemplate. It is obvious that the survivors on either side will be few — part annihilation of humanity in fact. Those who hesitate to insist on the abolition of war, as well as those statesmen and schemers who make war, should be the first to be placed in the front line trenches should another terrible massacre be started.

Yours, etc.,
EX-SERVICE MAN.
Hong Kong, May 16.

TAIPO TOPICS.

[From the United Press War Staff Correspondent at the Front.]

We read from the China Mail of 29th ult. that at the Sanitary Board meeting held on April 28, at which all the best scrapers were present, only formal business was transacted. In the very next paragraph of the same paper we read that an old man of 85 years of age stood in the Dock at the Police Court fondly stroking the remaining half of his beard, the other half having been pulled out in a street fight with a couple of viragos. It is suggested that members of the Sanitary Board be placed on their honour not to shave during the next twelve months and that the viragos attend all the forthcoming meetings of the Board with a view to livening up the proceedings somewhat.

On May 13 Dr. Drummond Shiels informed an enquirer in the House of Commons that Lord Passfield was considering the appointment of an official to watch the treatment of Mui tsai in Hong Kong. The Tai-po-cum-Fanning Urban District Council have minutes that it would be far more to the point if the House of Commons would cut out wasting time on a well known and time honoured Chinese custom and get on with the following:—
Abolition of the Tai-po Market Garbage Heap.

Cultivation of the 40 uncultivated padi fields.

Sympathetically consider the falling of the 12 Apostles.

Installation of three more railings on the Tai-po-cum-Fanning Municipal Big Pig back scratching out-fit at the Fanning Cross Roads, so that the small pigs will not get washed overboard when decks are being washed.

Destruction of scrub and undergrowth on all blind corners of the Tai-po Road.

Anophela.

[Editor:—That's enough for this session.]

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

Hongkong Sunday Herald.

ILLUSTRATED SUPPLEMENT

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

HONG KONG, SUNDAY, MAY 17, 1931.



This is a picture of Chun Shing Typewriting School, opened since the year 1929, at No. 3, Old Bailey Street, Hong Kong. The principal, Mr. C. S. Kwok, graduated at Shanghai in 1925 and has had many years' experience in this work.

The latest model "Remington," "Underwood" and "Royal" typewriters are provided for the use of the pupils and the best method of BLIND TOUCH SYSTEM is taught by the Principal, who guarantees within a short term to train any student to the acquirements and ability necessary to typing.

He has trained many accurate and proficient Typists, and can supply your requirements any moment if required.

For further particulars, please apply to the Principal.

CHUN-SHING TYPEWRITING SCHOOL.
3, Old Bailey Street, Tel. 26883.

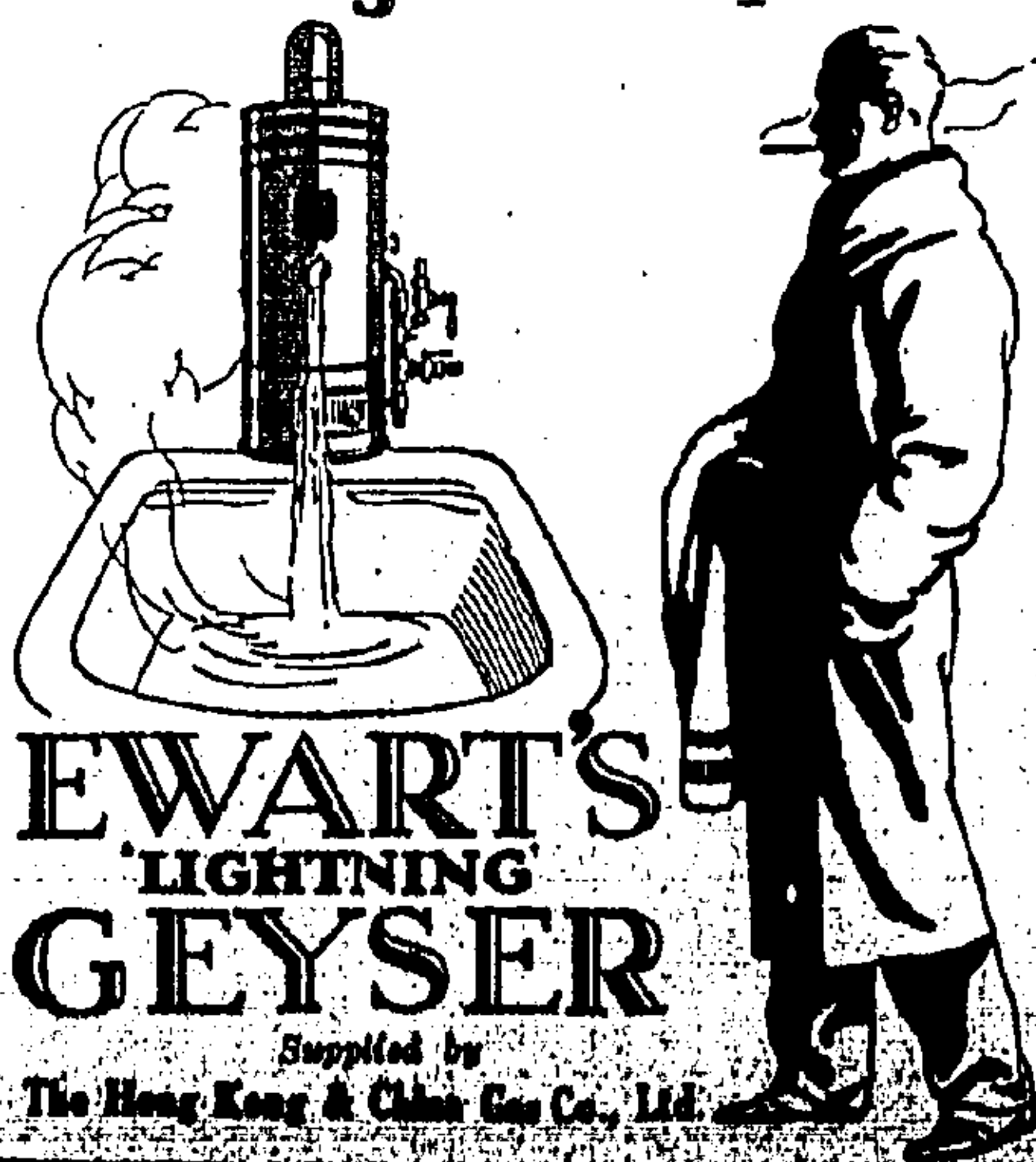


Something to be thankful for

Life would be very drab if we did nothing but criticize. Usually we can find many things to be thankful for and therein lies our salvation. All the bad things might be worse and many of the good things better, but nothing can be better than TAIKOO CUBE SUGAR. This is the Queen of Table Sugars which for convenience, wholesome appearance, and sweetening power cannot be surpassed.

TAIKOO PURE CANE SUGAR

Hot Water Instantly Night or Day



EWART'S
"LIGHTNING"
GEYSER

Supplied by
The Hong Kong & China Co., Ltd.



WINNERS V. THE REST.—Group photograph of the Hong Kong Ladies' Jockey Club and the Rest of the League teams, taken before the match, which was played at King's Park on Friday (May 8) and which resulted in a win for the Rest by three goals to one. Standing (left to right):—I. C. Bell, J. Dalziel, C. M. Ferguson, B. M. Pope, E. M. Gray, J. Smalley, M. George (K.B.S.F.P.A.), P. Gittins (St. Andrew's Club), M. Woolley (St. Andrew's Club), M. Alves (Club de Recreio), R. Rose (St. Andrew's Club) and A. Fowler (K.B.S.F.P.A.). Seated on ground (left to right):—E. M. Donelan, M. L. Wallace, J. L. Whyte, M. Bishop, G. E. Little, E. M. Booth (K.B.S.F.P.A.), P. Woolley (St. Andrew's Club), S. Dalziel (K.B.S.F.P.A.), C. Botelho (Club de Recreio), and A. Alves (Club de Recreio).



LEAGUE CHAMPIONS.—An excellent photograph of the Hong Kong Ladies' Hockey Club XI, who won the Caer Clark Cup with fifteen points to their credit. The picture was taken prior to their encounter with "The Rest" at King's Park on May 8. (Standing (left to right)—Mr. Oswald, I. C. Bell, E. M. Gray (Captain), J. Dalziel, J. L. Whyte, B. M. Pope, E. M. Donelan, M. L. Wallace, C. M. Ferguson, M. Bishop and J. Smalley. Seated on ground—G. E. Little.



GIRLS, BEWARE!—This fascinating looking young man is John Gilbert, hero of many thrilling adventures, and all for the sake of some distressed maiden. In having Gilbert in their cast, Metro-Goldwyn-Mayer may be said to have made a good investment. The girls will fill any cinema at which he appears.



RECORD FOR HONG KONG?—Mr. L. D. Harris, Socony Installation, Lalchikok, with the Spanish Mackerel he recently caught from the Socony pier, Lalchikok. The fish weighed 16 lb. 13 oz., was 41½ inches long and had a girth of 18½ inches. Mr. Harris used a split cane rod to land this fine specimen which was tempted to the hook by a 5in. live Mullet Minnow. This is believed to be a record catch for Hong Kong—with rod and line.



MALE CHOIR.—Folk songs being rendered by the male septette at the International festival of dance and song held at the Diocesan Girls' School on May 9.—(K. Fujiyama).



HUNGRY BIRNS.—Young members of the audience at the International festival of dance and song at the Diocesan Girls' School on May 9, enjoying tea after the performance.—(K. Fujiyama).



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THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO 2 A.M.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price : — \$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price : — \$1.50 per dinner per person.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, swab, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.
Y. C. LUK (Manager).

The WOMAN'S Page



CHIFFON GOWN.

For A British Bride
To-day.

Let woman wear frills once more, said fashion at the beginning of the season, and the idea has been given a rapturous welcome.

For frills are the natural complement of the recently revived feminine frock, and many frills as well as tucks have, as you can see, been used on the ivory-chiffon wedding-gown made by Debenham and Freebody, Ltd., Wigmore Street, W., for Miss Irene Candy, whose wedding to the Hon. Patrick Berkeley Moylan, at St. Margaret's, Westminster, took place on April 8. The train, like the dress, is tucked and frilled, and over it the bride wore an exquisite veil of old Brussels lace fastened with a wreath of orange blossom. Six grown-up and two small bridesmaids followed the bride, who, like many other modern brides, chose dresses of green chiffon for her eight attendants, who, with their daffodil bouquets, made a delightfully spring-like procession.

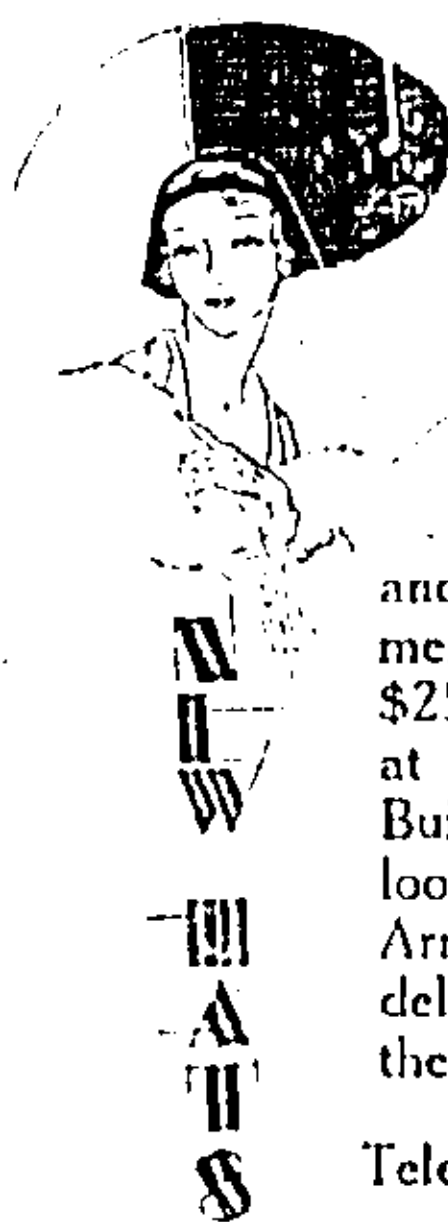
For the older girls there were lace-hemmed ankle-length dresses, the close-fitting bodices of which were trimmed with horizontal tucks carried to a deep point in front and at the back, and finished with a draped fichu collar bordered with fine green lace. These were accom-



panied by head-dresses of green leaves and flowers.

Similar frocks, but without tucks, were worn by the little girls, and all these frocks too, were made in the Debenham and Freebody salons.

The "spring" note, which characterised the wedding was again emphasised in the bride's going-away outfit—a dress and coat of pale hyacinth-blue crepe de chine, into which a touch of pale pink was introduced by a short bodice of pink crepe de chine over which the high-waisted skirt rose in a series of points.



and dainty summer frocks from \$25 can be seen at 4, Torres Buildings, Kowloon. Eunice Arnold will be delighted to show them to you.

Telephone 57701.



DON'T TRUST—NATURE.

When Growing Your Hair.

Nature does not know best when it is a matter of fashion.

The woman who grows her hair and pays no more heed to it is in need of having the error of her way pointed out to her. Very soon, given a normal growth, her hair will be thick on her head, but not only her hair, her head, alas! it is that is thick, and that is a thing less likely to please.

Now it is no woman's object to appear of a period not her own. Rather should she slightly run ahead of it. Though people are fond of saying that all fashions return in time, yet like most sayings this has only a grain of truth. Fashions return, with a difference. Thus, the long hair of to-day is far from being the long hair of yesterday.

The hair of to-day must look the hair—that is—grown—from a shingle. (No matter if this is true or not). To achieve this object the grower must go to the hairdresser every four to six weeks.

Far from having adopted an economical measure, the grower of new hair must demand a hairdresser as clever if not cleverer than the mere hair trimmer of shingle days. For he must thin from the roots.



Place Your
Orders
for
Summer
Frocks
with us.

Perfect Fit Guaranteed.
L'ECLAT

Wing Lok Building, Kowloon.
Tel. 56814.



and that without taking a fraction off the length. He must do it with a razor blade, without leaving rough edges. He must thin under the top-hair, till the hair fits the scalp as a cap, he must remember the line of the skull is dearer to 1931 than all other lines, and then he shall alone leave intact the little coil at the nape of the neck.

And afterwards he shall shingle the side bits.

For the Madonna Type.

If you are of the madonna type that can bear the hair snugly bound back over the top of the ear, you can grow your side-bits with impunity. But if you have what the French call a *fri moussé*, or if you have irregular features, or if you have grey hair, then that slightly straight line from the cheek to the chignon is apt to harden and age.

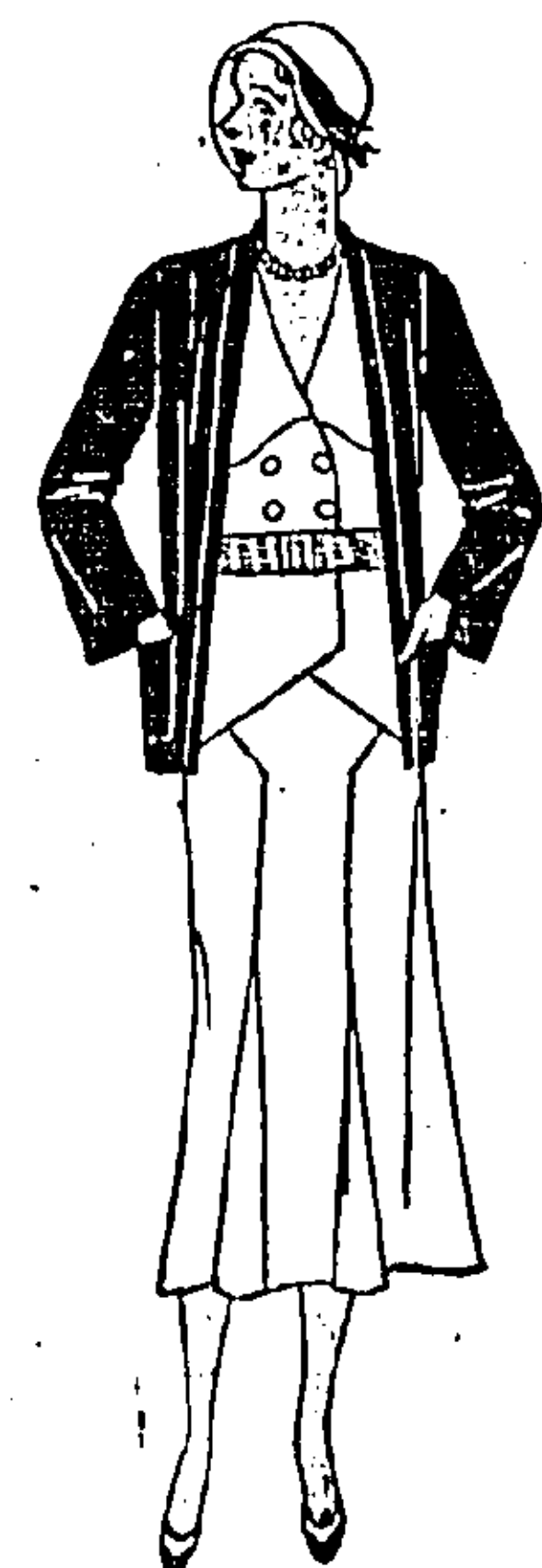
It is therefore often easier to keep the side-bits cut and to put these in curling leathers at night, damped previously with water or eau de Cologne.

The rest of one's hair must go to make a tiny foundation, and then the few remaining strands are rolled on one's fingers into a gentle sausage, and pinned to it.

After that—most important—get your super-hairdresser to clean up the back of your neck with scissors. Because you have 1931 long hair, you cannot have a dusky neck. Back tendrils are all very well in their proper place, i.e., light literature; in real life they look messy.

especially "peeping" (1) beneath a hat.

Last recommendation: now you can have a hat made for you your head is of its year, and the chignon will be able to be outside your hat, not inside, where it bulges and spoils the line.



MRS. BETEN.

The Peninsula Hotel Hairdresser
Specialising in
Permanent Waving, Hair Dyeing, Finger Waving, Marcelling, Hair Cutting, Scalp Treatment, Dandruff Treatment, Electrical Massage, Moles and Warts Removed, Perming, Hair Removal, Rejuvenating Masque, Eye Brow Pluck, Shampooing, Facials, Acne (Pimple) Treatment.
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YOU REQUIRE
A
RINGLETS
PERMANENT
WAVE
IN
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IT TAKES
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2 HOURS
TO TRANSFORM
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SUITS
DRESSES
HATS &
SOCKS.

Dresses from \$3.50. With knickers, suits from \$3.50.

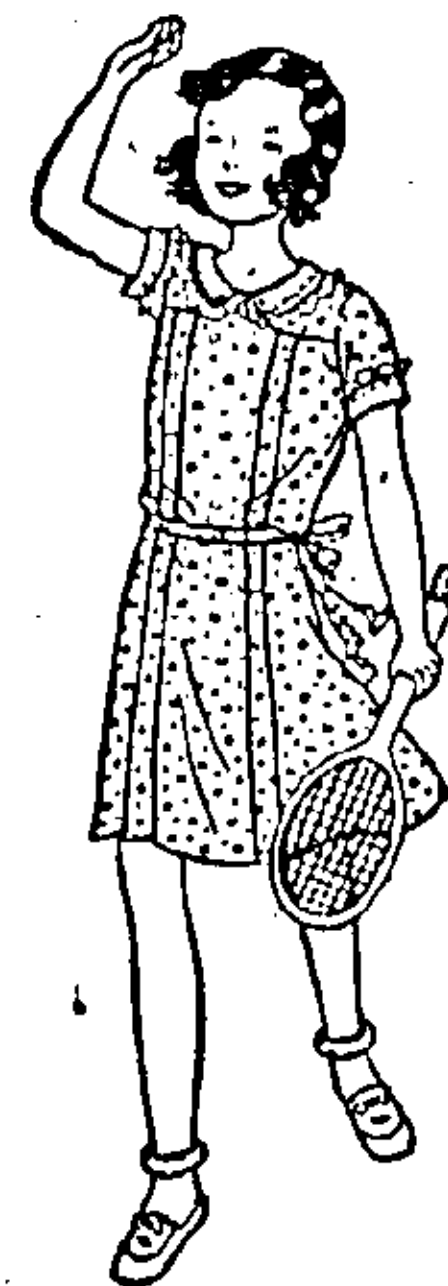
Crawlers from \$1.95.



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MANENT HAIR WAVING
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from the ends toward the
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in the art of

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WAVES.

Shampooing, Henna Pack
(any colour) Massage, Hair
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Ladies and Gentlemen.

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AMUSEMENTS

OF HONGKONG



QUEEN'S
THEATRE

THE COLONY'S COOLEST
AND AIRIEST THEATRE

VAN DYKE ON TERPSICHOIRE. COMING SHORTLY

A
VISTA
OF 1,000
NEW
JUNGLE
THRILLS.
Coming to the
QUEEN'S

The
whole
world's
raving
about it!

The biggest
thriller
in years!

Never a
romance
like it!

TRADER
HORN

"MIN AND BILL"

Marie Dressler and Wallace Beery, who have scored repeated successes in separate vehicles, are to be seen in their first co-starring picture, "Min and Bill," which will open on Saturday at the Queen's Theatre.

The picture is based on Lorna Moon's powerful novel of the waterfront, "Dark Star." Information is that Metro-Goldwyn-Mayer, in seeking a story suitable for the combined talents of its two popular players, selected the late Miss Moon's novel for its wide opportunities in both the field of comedy and serious work.

That the two players are as equally at home in the one field as in the other was evidenced in the startlingly contrasting roles played by Marie Dressler in "Anna Christie" and the subsequent "Caught Short," and by Beery in "Billy the Kid."

In the current production, Miss Dressler is seen as Min, proprietress of a waterfront hotel, and Beery has the role of a boisterous fishing-lodge captain.

The plot centres about Min, who has done her best to give Nancy, her adopted child, a better environment than that of the disreputable waterfront neighbourhood in which she was left by the real mother, a woman of bad reputation. By dint of self-sacrifice and saving, Min has been able to send the girl to a fine school and is about to reap her reward in happiness when she learns that the son of the rich owner of the cannery wants to marry Nancy. The real mother takes this opportunity to turn up again with the intention of blackmailing her prospective rich in-laws. The problem is cleared in a powerful climax in which report has it Miss Dressler does the best acting of her career.

William Haines, Metro-Goldwyn-Mayer star, has a most interesting part as a side business—but even more interesting to him is his "junk room." This is a room of odds and ends—fragments of antiques or bits of art work. Part of an ivory elephant of the Ming Dynasty may be found there, together with a piece of powder horn of George Washington's day. It's probably the most expensive collection of "junk" ever accumulated.

COMMENCING SATURDAY

NOW TOGETHER!
--for the first
time!

MARIE DRESSLER
WALLACE BEERY
in
MIN AND BILL
GEORGE HILL production
Metro-Goldwyn-Mayer
ALL TALKING PICTURES

Here is a drama that will make a sensation by its winning combination of a thousand laughs, tense situations and grand romance.

And what a co-starring team to sweep you off your feet! The Marie Dressler of "Caught Short" and "Anna Christie"—the Beery of "The Big House" and "Way for a Sailor"—imagine them together!

Min and Bill are two happy-go-lucky waterfront characters who take love and laughter where they find it. A beautiful young girl Min has brought up is the only person sacred to her—and when her happiness is threatened—there comes a climax of drama such as you've rarely seen.

"HELL'S ANGELS" WINS
PRAISE OF WAR EXPERTS.

"Hell's Angels," according to world war authorities, is undeniably the most authentic and realistic air spectacle which has been produced to date.

Major C. C. Mesleley, formerly of the first pursuit group, A.E.F., now vice-president of the Curtis Flying Service, is one of the many ex-war aces who has voluntarily gone on record in high praise of the authenticity of the Howard Hughes aviation film, showing for the last three days at the Queen's Theatre.

"Hell's Angels" actually shows things as they were at the front during the war," declared Major Mesleley. "It puts on the screen the things which the gang who flew at the front has been trying to explain for twelve years. What's more it gives a few jolts that can't possibly be set down by word of mouth or in writing."

"Real, honest-to-gosh German Fokker D-7's, British SE-5's, and Sop Camels are hauled around in the air by regular pilots who know their stuff. One formation of fifteen ships takes off, wing to wing, for a patrol over the lines. That sort of thing just can't be done by drug store pilots."

"While viewing the picture, I almost passed out in helping keep the ships from colliding in the big dog-fights where between fifty and sixty ships are all milling around, exactly like the big scraps during the war. Pilots on the tail of another ship are shown being shot down by someone on their tail, while they were intent on their own shooting."

"The tactics used in the air fighting are superbly authentic and realistic. The attack on the bomber by von Richthofen, the German ace of aces, is true to form and beautifully done."

MOVIELAND
FEATURES
FOR
THE WEEK

QUEEN'S THEATRE.

Daily at 2.30, 5.10, 7.15 & 9.20.

To-day to Tuesday.—Last 3 days' showing of Howard Hughes' mighty epic of the air "Hell's Angels," the multi-million dollar production.

Wednesday to Friday.—By insistent request the return of the gorgeous all colour production, "Whoopie."

From Saturday.—Marie Dressler and Wallace Beery co-starred in the laugh and thrill hit "Min and Bill" which brings together for the first time the screen's greatest personalities!

FEATURES FOR THE
QUEEN'S.

"General Crack."

John Barrymore co-starring with Marion Nixon in an adventurous romance.

"Show of Shows."

A hundred shows in one with 100 stars, 1,000 gorgeous beauties and superb technicolor.

"The Lottery Bride"

romance of love and adventure. Jeannette MacDonald's stirring

NATION'S MOST BEAUTIFUL
WOMEN APPEAR IN ZIEGFELD-
GOLDWYN FILM, "WHOOPEE."

For "Whoopie" their first screen musical comedy, Samuel Goldwyn and Florenz Ziegfeld joined hands in gathering together one hundred of the most decorative young ladies to be found anywhere. And to be sure, they decided to look everywhere.

Eddie Cantor, an star of the picture version of his famous stage success, lent a hand. John Harkrider, Ziegfeld's artistic director, sat in. So did Busby Berkeley, who staged the dances. In London, Cedric Belfrage took measurements and asked proud young ladies to exhibit their pride. In New York, test, after test was made. Miss Springfield, Ill., came to Chicago for a voice recording.

Goldwyn and Ziegfeld were asked for measurements. Just what proportions did the mythical perfect girl have? "None" was the answer. Every girl was different. Harnessed and harried casting directors, professional and amateur, continued their feverish search—behind lunch counters, in dancing schools and the music academies, among the models of the famous New York, London and Paris couturiers—everywhere that beautiful women were suspected of holding forth.

Once assembled, the 100 young ladies had nothing to do for the next four weeks but all day by day in the costumes, being fitted each one of them, for 12 changes of costume. Just as each girl had to perfectly fit her costume, so did each costume have to fit the colour scheme of the 61 sets, all photographed in technicolor. Which merely goes to prove how \$1,000,000 may be spent on a picture wisely.

BY SPECIAL REQUEST
WEDNESDAY TO FRIDAY

FLORENZ ZIEGFELD
& SAMUEL GOLDWYN
Present

A LAUGH A MINUTE!

A rib-tickling entertainment with the master of mirth and a bevy of gorgeous beauties!

EDDIE CANTOR
WHOOPEE
A UNITED ARTISTS PICTURE SENSATION.

Called by WALTER DONLISON
Script by GUY HART
Music by CONRAD
WILLIAM ANTHONY
MCQUINN
ALL TECHNICOLOR

COMING SOON
FIRST CHINESE "TALKIE."
MISS BUTTERFLY WU
IN
"THE SINGING PEONY"

CENTRAL THEATRE

COMING SOON
FIRST CHINESE "TALKIE."
"THE SINGING PEONY"
PRODUCED IN SHANGHAI.

"BEAU BANDIT"

LA ROCQUE EXPLAINS METHOD
OF LEARNING DIALECT
FOR FILMS.

Rod La Rocque, who plays a suave, picturesque "bad man" in Radio Pictures' "Beau Bandit," opening to-day at the Central Theatre, has become famous in Hollywood for his dialect ability. In both "Beau Bandit" and "The Delightful Rogue," his previous RKO production, his parts demanded broken English of the Latin-American type. Although La Rocque is a native-born American, he mastered the dialect with little difficulty.

The formula, according to the picture star, is: "Latinize the vowels. Accent the syllable following the one accented in English. Colour your remarks with a few 'Echa Buenos,' 'Senors,' and 'Senoritas' and punctuate often with shoulder shrugs and gestures."

The line, "The draw is very important, Senor Perkins," becomes "The draw ces veree important, Senor Perkeeno! Esta bueno!" Strangely enough, Mitchell Lewis, who plays in practically every scene with La Rocque, and is represented as the same racial type, did not have to learn a line of dialect. For Lewis, in "Beau Bandit," is one talking picture actor who doesn't talk. His role is that of a vicious Mexican deaf mute and he does not deliver a line of dialogue. His pantomime and "business," however, are said to be exacting and eloquent.

Doris Kenyon plays the leading feminine role and sings for the first time in films. Miss Kenyon, during the past two years, has achieved sensational success on the concert stage in the east. The song is "Just a Little Kiss," composed by Harry Tierney, of "Rio Rita" fame. Other members of the cast in this all-talking outdoor thriller are Walter Long, Charles Middleton, George Daryea, and a number of western rodeo champions.

NEW SONG HIT INTRODUCED IN
"BEAU BANDIT."

An outstanding song hit is introduced in Radio Pictures' "Beau Bandit," which is now showing at the Central Theatre.

It was written by Harry Tierney, RKO composer, and is titled "Just a Little Kiss." The lyrics are by Anne Caldwell, celebrated librettist of the RKO music staff.

Doris Kenyon, who plays the feminine lead, sings and plays "Just a Little Kiss," and incidentally captures the heart and fancy of Rod La Rocque, dashing Mexican bandit. The words are:

Grieving alone, long is the day;
For love has flown, far, far away;
Sweetheart, don't be misbehaving;
For you know I'm always craving—

Just a little kiss,
Just a little love,
Just a little moonlight;
Just a little time,
Just a little rhyme
Of song to dream,
Just a little real happiness,
Now just a memory;
Each precious moment
Just heaven on earth to me.
Just a little cloud,
Just a little shadow across the
sunshine.

Just a little romance—
We never thought it could end
like this.
Now my poor heart is breaking,
because I hope for
Just a little love,
Just a little man,
Just a little kiss.

"Beau Bandit," is a colourful story of bad men and the Arizona desert country. It is directed by that king of "western" directors, Lambert Hillyer. Wallace Smith, who wrote the original, adapted it to the screen.

SHOWING TO-DAY



ROD LA ROCQUE BEAU BANDIT



A powerful departure for the sound screen a two-listed, red-blooded action drama you've waited months to see!

With Doris Kenyon—Mitchell Lewis.

FILMED IN GRAND SCALE AGAINST NATURE'S OWN SCENERY — A VIBRANT OUTDOOR THRILLER WITH THE SIGHTS AND SOUNDS OF THE GLAMOROUS OLD WEST BRINGING YOU NEW MOTION PICTURE THRILLS!

Tired of trite song-dance revues heavy drawing room dramas? Then you'll welcome with open arms this stirring action show—filmed with all outdoors as its stage!

The Screen's Lovable Bad Man at His Debonaire Best in His Greatest Screen Sensation!



LIST OF 1931

PARAMOUNT PICTURES

Coming Soon To

CENTRAL THEATRE

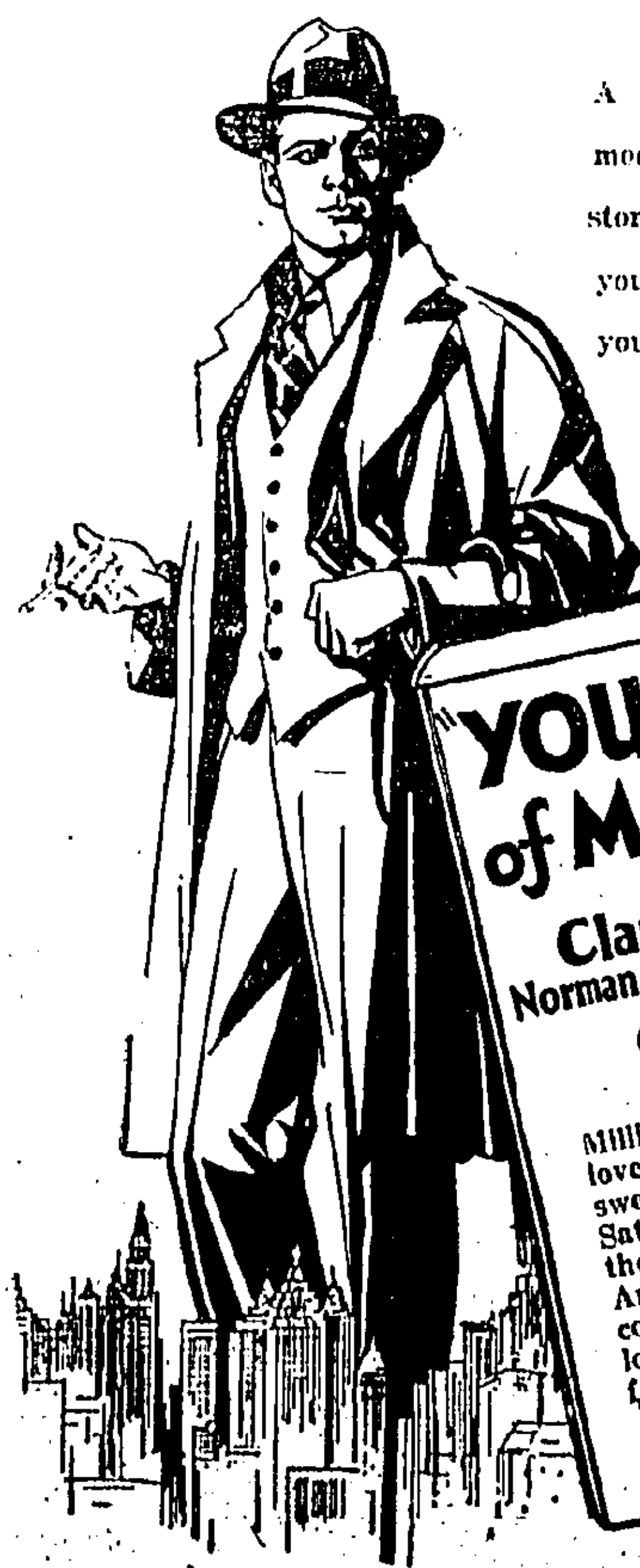
TITLE	STARS.
YOUNG EAGLES	Hogers, Lukas, Arthur.
ONLY THE BRAVE	Cooper, Brian, Holmes.
YOUNG MAN OF MANHATTAN	Colbert, Foster, Ruggles.
BORDER LEGION	Arlen, Wray, Holt.
FOR THE DEFENCE	Powell, Francis.
MANSLAUGHTER	Colbert, March.
TEXAN	Cooper, Wray.
SOCIAL LION	Oakie, Gallagher, Brian.
SAP FROM SYRACUSE	Oakie, G. Rogers.
ANYBODY'S WAR	Moran & Mack, Peers.
MAN FROM WYOMING	Cooper, Collier, Toomey.
QUEEN HIGHER	Ruggles, Morgan, G. Rogers.
SEA GOD	Arlen, Wray, Fallette.
RIGHT TO LOVE	Chatterton, Lukas, Mannara.
FINN & HATTIE	Erol, Pitts, M. Green.
FIGHTING CARAVANS	Cooper, Damila, Torrance.

An interesting feature of "Young Man of Manhattan," the Paramount filmization of Katharine Brush's best selling novel which comes to the Central Theatre soon, is the appearance of the Four Aulbu Sisters, veddy headliners. The Aulbu Sisters constitute a unique group. They are singers and musicians. Two of the girls have soprano voices and two have contralto voices. They constitute a miniature orchestra with Lorraine at the piano, Aileen as the violinist Fern alternating with the

saxophone and clarinet and Harriet playing the cello. Paramount sticks closely to the original action of the story, which, before its widespread popularity as a book in the spring of 1930 was published serially in the Saturday Evening Post. Claudette Colbert plays the role of Ann, the young newspaper woman, Charles Ruggles is Shorty Ross, young sports writer, and Norman Foster is the rum-loving young Manhattan scribe who finally learns a great lesson in sobriety.

COMING SOON

AMERICA'S BEST SELLING BOOK
LIVES ON THE SCREEN!



A glamorous modern-day love story that takes you places; shows you things!



YOUNG MAN of MANHATTAN
with
Claudette Colbert
Norman Foster—Charles Ruggles
A Paramount Picture

Millions fell head-over-heels in love with the young-blooded sweethearts of the fascinating Saturday Evening Post serial. The best-selling novel in America! Youths who try to combine single bliss and wedded love. In a world of night clubs, football games, fights and frolics.

GREAT STORY OF NEWS LIFE NOW FILMHIT.

Toby and Ann Leave Book Pages
For The Action of the Screen.

One of the most popular novels of the past year provides the material for the main feature at the Central Theatre next week. The novel is "Young Man of Manhattan" by Katharine Brush.

"Young Man of Manhattan" was first published as a serial in the Saturday Evening Post in the winter of 1929-30. It was produced later in book form by Farrar and Rinehart, New York book publishers. The book became a best seller in hundred of book stores all over the country.

"Young Man of Manhattan" is a realistic study, glamorously set forth, of the lives of two young newspaper folk, Ann and Toby. She is pretty, clever, ambitious and determined. He is good-looking, carefree, a great mixer, a right and left handed drinker and capable of writing good "copy" when motivated by the proper stimulus.

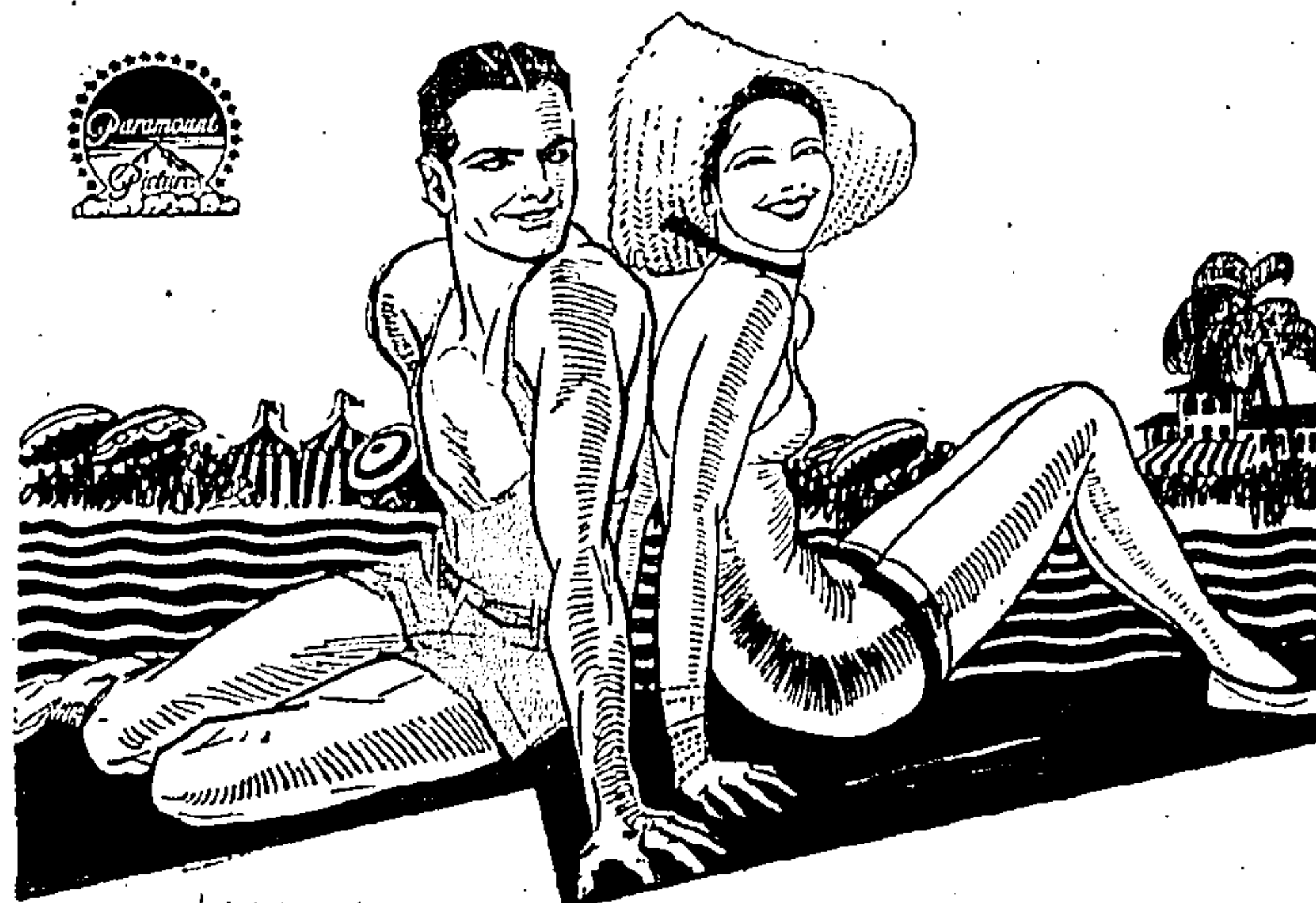
They meet at the Dempsey-Tunney fight in Philadelphia in a pouring rain, he as an ace sports writer for his paper, she as a sob-sister sent to get the woman's angle for a feature yarn in her paper. They fall in love and impetuously rush into marriage, each determined to pursue the calling of the press. Then jealousies are born. She makes good as a magazine feature writer; he althoers along, amid many a night of convivial elbow-bending.

He is sent to "cover" the World's Series at St. Louis. There he meets Puff Randolph, giddy young society gadabout whose household god is GIN. Then follow a number of "triangle" scenes against the background of football games, six-day bicycle races, spring training camps and other stamping grounds of the gentlemen of the Fourth Estate.

Ann, in trying to cure a cold, unwittingly drinks poisonous hooch left in the apartment by Toby. She is stricken blind. There are several intensely dramatic sequences and then the rosate finale, one of the happiest, happy endings yet conceived by novelist or film producer.

COMING SOON

EMOTION STIRRING ROMANCE DRAMA
OF CHILDREN AND DIVORCE



from
Edith Wharton's Revealing Novel
"THE CHILDREN"

Spectacular! Daring! Thrilling!
with

Mary Brian
Lillian Tashman
Kay Francis
Frederic March
Huntley Gordon
William Austin

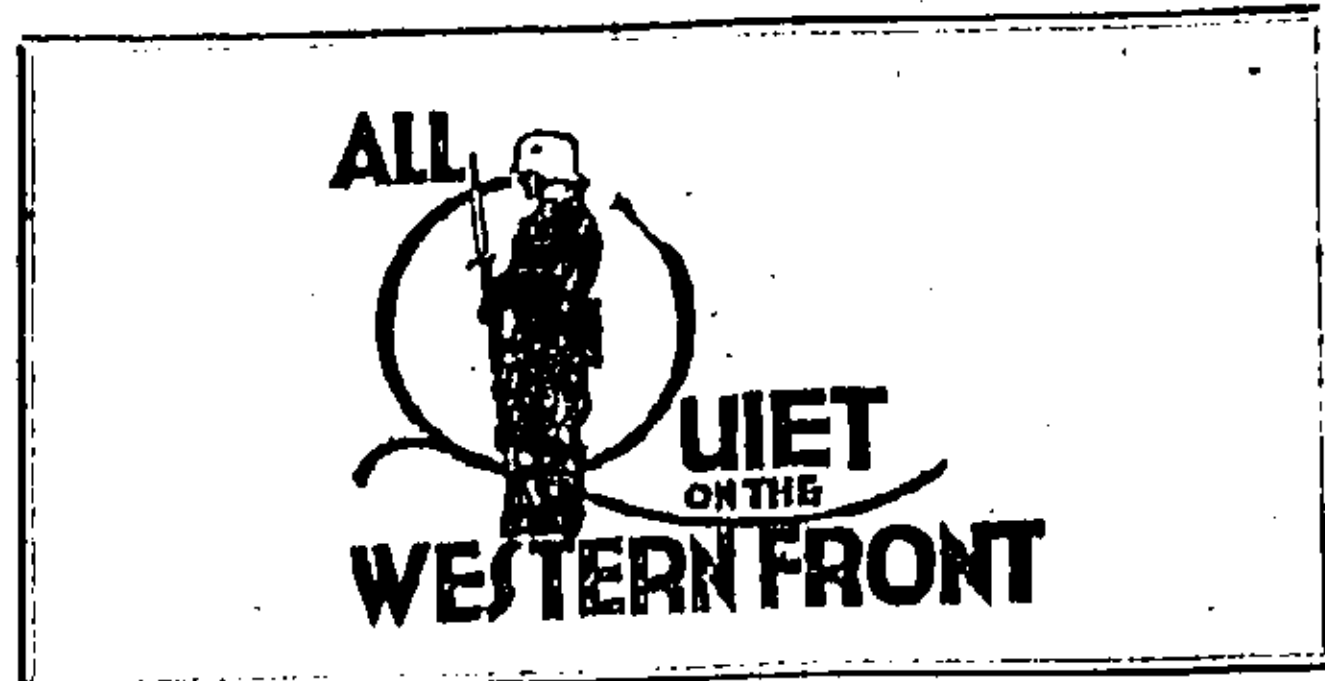
and six of the most adorable children
Directed by Lothar Mendes.

THE MARRIAGE PLAYGROUND

A Paramount Picture

Smart society at love and play.
See and hear the dizzy whirl of love, marriage, divorce in fashion's pleasure haunts.

COMING



NATHAN ROAD, KOWLOON.

TELEPHONE NO. 57222.

COMING



TO-DAY AND TO-MORROW

As Modern as
Tomorrow!

**PAUL
WHITEMAN**

and his band, in

**"KING
OF JAZZ"**

"Once in a lifetime a show like this! Grand—Glorious! A carnival of cleverness—a miracle of beauty—a world of gorgeous entertainment... All-technicolor... Sparkling, witty, emotional... A never-to-be-forgotten picture that will make the senses revel in luxury.

Presented by CARL LAEMMLE
Directed by JOHN MURRAY ANDERSON
Produced by CARL LAEMMLE, Jr.

Including

The first dramatization of George Gershwin's "Rhapsody in Blue"

SUPPORT FOR LEAD IS GREAT.

Plantation days on the old Mississippi, that picturesque period before the war, form the background of the highly absorbing romance-drama, "River of Romance" coming to the Majestic Theatre.

The play is based upon the famous story, "Magnolia," by the renowned American author, Booth Tarkington. It brings to the foreground as a romance "period" actor, Charles (Buddy) Rogers, the youth who scored so tremendously as a soldier boy hero in "Wings."

Dramatic action coupled with a thrilling plot and topped off with splendid character portrayals by the principals in the play make it one of the most pleasing works to come from Hollywood in many a long day. Rogers is the young Eastern-educated son of a Southern family who returns to the paternal plantation only to be confronted with customs and codes of honour which he does not understand. Because he refuses to fight a duel with a villainous character he is branded as a coward and becomes an outcast. But with the aid of good fortune, he fights back and regains his patrimony and his beloved one after a series of hair-raising adventures in the gambling halls and river boats of the romantic river—the Mississippi.

Mary Brian is excellent as the demure Southern maiden.

MOST UNUSUAL OF PLOTS AND SCENES IN SEA PICTURE.

Possessing the most unusual plot ever filmed, "The Isle of Lost Ships," coming to the Majestic Theatre soon, also boasts the most striking settings.

Scenes at sea aboard a big liner, in life-boats and even struggling in the water after shipwreck, are included. But they aren't so very unusual. Three persons floating on a huge, lonesome, derelict vessel is a bit more so.

But wait. "You ain't heard nothin' yet!" In "The Isle of Lost Ships" the heroine, Virginia Valli, the hero, Jason Robards, and a detective who has arrested the hero for alleged murder are shipwrecked; they drift on the derelict; they land on a floating island that is the world's one remaining terra incognita, if it can be called land; they fight strange human refugees over the wrecks of ships of past centuries, and escape on a submarine.

Then the hero has little stunts to perform like being shot from the torpedo tube of the submarine! Of course, there is melodrama, peril, fights, sex appeal, adventurous glamour and picturesque colour galore. The picture, based on Crittenden Marriott's story, "The Isle of Dead Ships," is a first National all-talking feature.

SWEARING PARROT RUINS "TALKIE" SCENE WITH OATHS.

Language So Sultry That Director Bans It From "Isle of Lost Ships."

Actors who used to swear realistically in silent films have trained themselves to say "Oh, dear, you dirty low-lived villain!" in the talkies.

But it's hard to reason that way with a parrot.

That's why Director Irvin Willat, who filmed the big First National-Vitaphone sea drama, "The Isle of Lost Ships," coming to the Majestic Theatre, had to take one scene twice.

Caesar, the well-trained parrot who is one of several animals "shipwrecked" on a floating island with Virginia Valli, Jason Robards, Noah Beery and others of the cast, talks fluently. Ordinarily he does not swear.

But perhaps the many broken-hearted, tough-looking sailors reminded him of old days aboard the Bohemia, a San Francisco clipper on which his owner and handler sailed as cook before becoming a parrot trainer in the movies.

In the middle of a scene Caesar, instead of saying, "Dear me, how I want a cracker!" opened the bilge with a flood of good old-fashioned sailor swearing.

NEXT CHANGE



America's boy-friend

**CHARLES (BUDDY)
ROGERS**

in a Paramount
Picture

**"The River
of Romance"**

WHERE MEN FIGHT FOR
HONOUR AND FOR LOVE!

WHERE A DUEL MEASURES THE
COURAGE OF A MAN!

WHERE COURAGE WINS
HAPPINESS!



PAUL WHITEMAN'S RISE TO KINGSHIP OF JAZZ.

Paul Whiteman, who is starred with his entire orchestra in Universal's spectacular "King of Jazz," which is showing at the Majestic Theatre to-day, was literally born with a violin in his hands.

His father, Wilberforce J. Whiteman, was director of musical education at the Denver, Col., schools for thirty years. His mother sang in oratorio and in the Denver choirs. And when Paul was three years of age, his father gave him his first violin.

Paul was educated at the Denver City schools, and at seventeen was chief viola player in the Denver Symphony orchestra. Just then "ragtime" was beginning to become popular, and in 1915 Whiteman left his native Denver to go to San Francisco and play in the World's Fair Orchestra and Minetti's String Quartet.

After the Exposition, Paul got a job at Tait's then-famous restaurant as a jazz musician, but he was actually fired because they didn't consider him so "hot" those days. Nothing daunted, he recruited the nucleus of an orchestra of his own, and opened at Santa Barbara, California.

For quite a while Whiteman and his boys led a minstrel life, getting work where they could. Then, through an old friend who had heard his music, he got his first real chance at the Alexandria Hotel, Los Angeles, then the favourite rendezvous of the movie stars.

From that time forward Whiteman's name became the synonym for the best in jazz music. He went to the Ambassador, Atlantic City, and signed a contract with the Victor Phonograph Company to make phonograph records. Since that time he has made and sold vastly more records than any other recorder in the world.

Whiteman's orchestra next was featured in the Ziegfeld Follies, and then the maestro of jazz made a triumphal European tour in which he took American music into the strongholds of classic music at Paris, London, Vienna, Rome. Returning to New York, he gave the first jazz symphony at the Aeolian Hall, on February 12, 1924.

Since that time the conceded "monarch of melody" has been playing stage, concert, and night club engagements in the leading cities of the world. He came direct from New York to make "King of Jazz," the most spectacular revue ever filmed.

COMING SOON!

**THE
ISLE OF
LOST
SHIPS**

STRANGE LOVE SET IN
A WEIRD BACKGROUND.
DRAMA AS STARTLING AS
THE TRUTH.



SHOWING TO-DAY

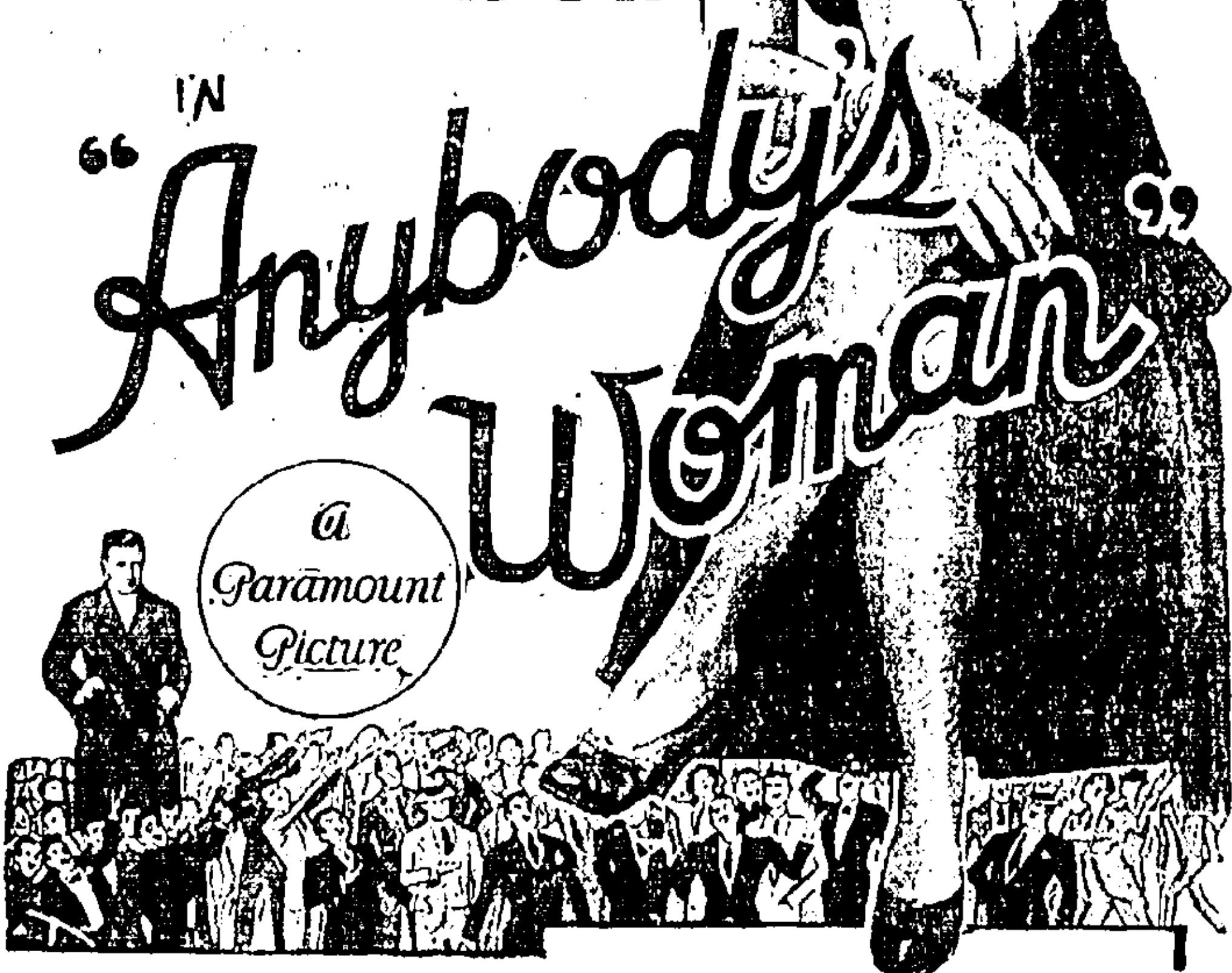
AT

2.30, 5.10, 7.15 & 9.30 P.M.

KING'S THEATRE
HONGKONG'S FINEST CINEMA

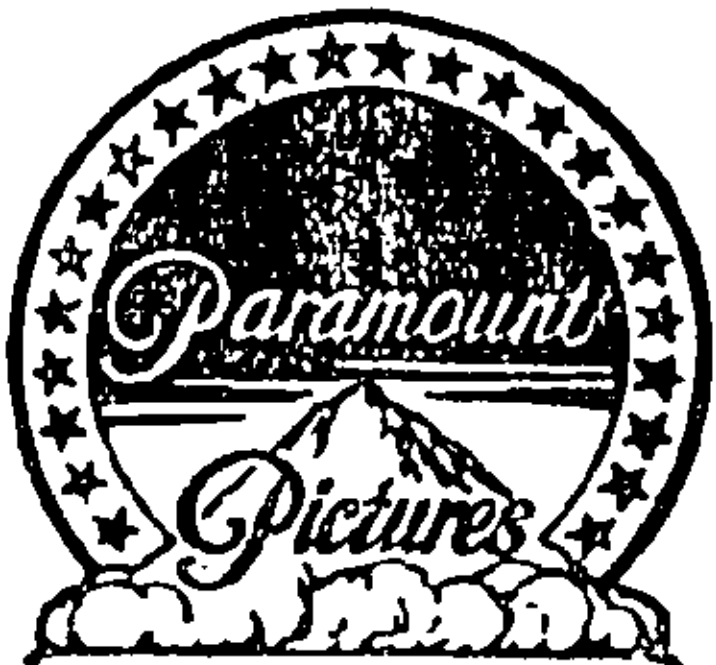
BOOKING AT THE THEATRE

PHONE: 25313, 25330.

A MAGNET FOR EVERY MAN
— EXCEPT THE MAN SHE
LOVES!RUTH CHATTERTON
and CLIVE BROOK

The Gorgeous Star of "Charming Sinners," "Madame X" "Sarah and Son" in her Greatest Role.

See Ruth Chatterton in this masterpiece better than any of her former successes.



ANYBODY'S WOMAN.

Ruth Chatterton, who never had a chance for happiness, drifts along as a chorus girl, with the aid of Cecil Cunningham, a hard-boiled show girl. She is arrested for being indecently clad on the stage. Paul Lukas, a wealthy man, becomes interested in her and hires Clive Brook to defend her in court. Brook becomes Ruth's hero.

Brook's wife, Juliette Compton, deserts him for another man. After the divorce Brook goes on a prolonged binge that winds up in the apartment of Tom Patricola. Although he doesn't remember her, Brook, stupidly drunk, thinks he sees a wistful charm about Ruth. He asks her to marry him. The next morning he wakes to find that they had been married the night before. He accepts the situation with resignation, and permits her to live with him. Brook's friends drop him and his business is lost. However Paul Lukas retains him as a legal adviser, admiring his courage under the circumstances.

Brook continues to drink heavily, but Ruth persuades him to stop. He again becomes financially successful. He gives a dinner party, attended by his men friends—but none of their wives. Ruth gets tipsy. She disgraces Brook by revealing the familiarities of some of his friends.

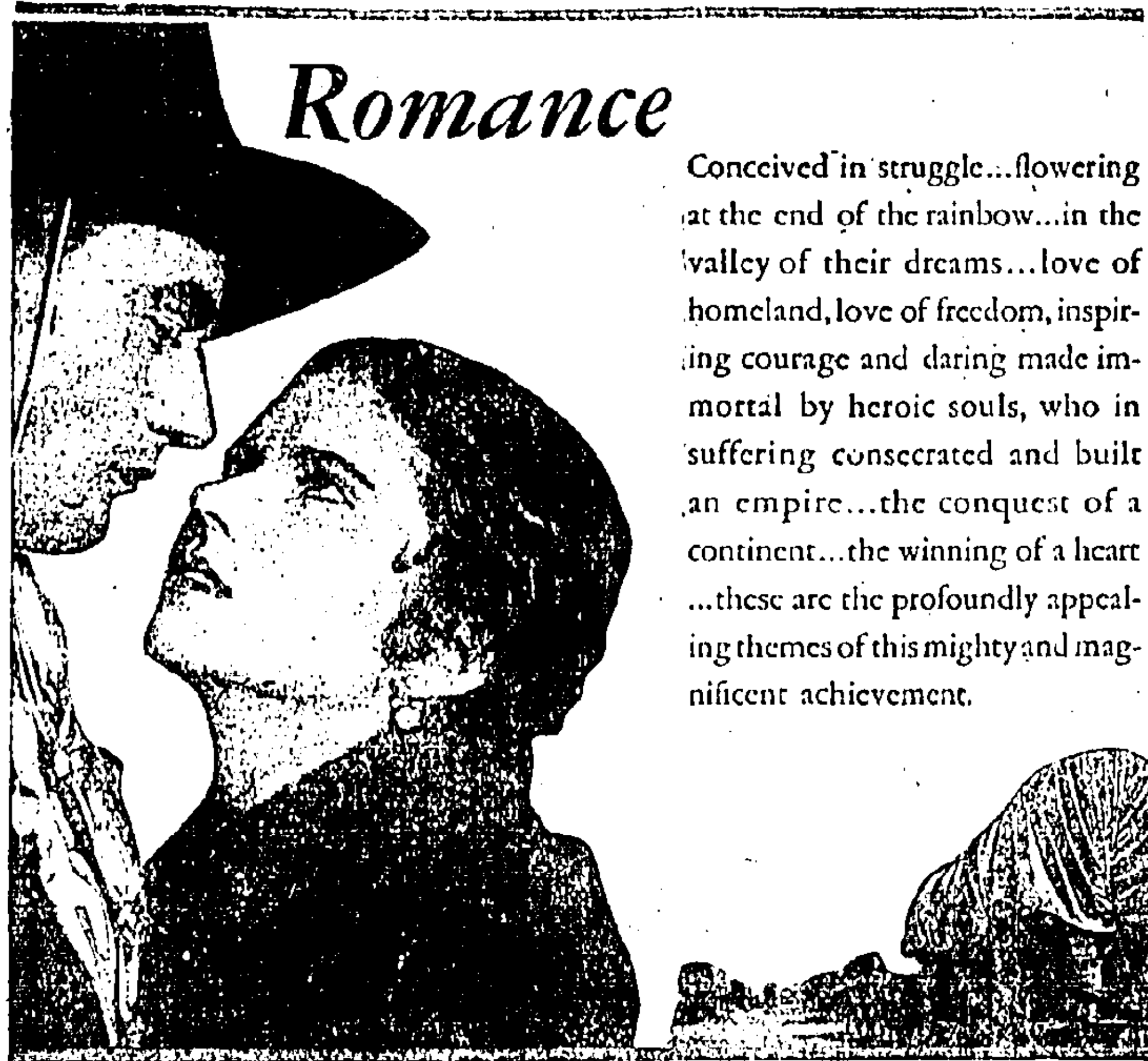
Lukas comes to the house to persuade Ruth to leave Brook and marry him. Ruth slaps his face for kissing her. Brook ensures her for making an enemy of his most valued client. Hurt because Brook thinks so little of her, Ruth decides to give him his liberty. She leaves.

Some time later Brook is visiting his sister in Wilmington when his first wife arrives. She urges that they get together and become companions again. This disgusts him and he leaves her.

Months afterward Ruth is having dinner at a hotel with Lukas. He still insists that he wants her to marry him. Brook happens to be nearby, across a corridor. When Lukas leaves to make a phone call, Brook slips into his place beside Ruth. There is mutual assurance of a lasting love, as they embrace.

COMING SOON

Romance



Conceived in struggle...flowering at the end of the rainbow...in the valley of their dreams...love of homeland, love of freedom, inspiring courage and daring made immortal by heroic souls, who in suffering consecrated and built an empire...the conquest of a continent...the winning of a heart...these are the profoundly appealing themes of this mighty and magnificent achievement.

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THE MOST IMPORTANT PICTURE EVER PRODUCED

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Tully Marshall · Tyrone Power · David Rollins

FOX
PICTURES

OUR NEXT ATTRACTION.

PREPARE to SHRIEK — to ROAR — to YELL!!!

THE ONE & ONLY HAROLD LLOYD IN A PARAMOUNT ALL TALKING & LAUGHING SENSATION.
COMMENCING THURSDAY, MAY 21st.THRILLS—AND THE LAUGH OF
A LIFE TIME.

Harold Lloyd in "Feet First."

Harold Lloyd has accomplished what he set out to do! In "Feet First," his laugh-a-minute, thrill-a-second Paramount release, the next attraction at the King's Theatre, he has surpassed the thrills of "Safety Last," the all-time criterion for hair-raising comedies. This time, Lloyd has done it in talking pictures. He has made an all-dialogue film that's action from start to finish, with no time out for conversation.

"Feet First" is a joyous romance filled with convulsing Lloyd gags, according to competent critics who have viewed first presentations of the picture. Lloyd, as an ambitious but blundering shoe clerk, falls in love with Barbara Kent, social secretary to his wealthy employer's wife, and, mistaking her for a fashionable heiress, he turns himself inside out to reach a social plane which will permit him to make love to her.

His ambitious social climb carries him to the top of an unfinished skyscraper, projects him from a sky-jolt window, makes him a stowaway on an ocean-going liner, and, generally, provides him with enough day-devil comedy situations to keep young and old laughing continuously during the progress of the story.

Now
being
shown
to
Record
houses
at
The
Plaza

Theatre
London.

HAROLD
LLOYD
King of
Film
Comedians
in his Best
Picture yet!

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Soled with romance!

Laced with laughs!

Tied with the thrills that tie any sensation you've ever had!

A roaring comedy romance that skims the clouds for the merriest joy-moments you've ever had!

The
Biggest
Scream
Since
"TALKIES"
Began
It did
Not
take
3
Years
to
make!
but it
will
take 30 years
to forget!

BOOK EARLY

BARBARA KENT
SWEETIE AGAIN
IN LLOYD FILM

Barbara Kent, the petite little film favourite, who, last year, in "Welcome Danger," added her name and fame to the exclusive list of Harold Lloyd leading ladies, has won a distinct honour in again being chosen to play opposite the spectacled comedian in his new thrill fun film, "Feet First."

In more than fifteen years of picture-making, Harold Lloyd has had only five leading ladies, and Barbara Kent is the latest. Bebe Daniels was one of the first to shine opposite the laugh star, starting with him in his first Lone Luke picture, and appearing with him until the first of his two-reel comedies. Mildred Davis followed Miss Daniels. She was a Tacoma schoolgirl who has since become one of the most prominent leading women in motion pictures. Jobyna Ralston was next, appearing in a number of Lloyd's famous features, and Ann Christy was seen with Lloyd in "Speedy."

Four years in motion picture work, Miss Kent is in the Lloyd line-up of leading women who have won distinction in films after starting with the bespectacled comedian.

In "Feet First" she is seen as the social secretary in the family of the president of the great Tanner chain shoe stores. As a clerk in one of these stores Harold becomes acquainted with her, and falls in love with her. The quest of romance takes them aboard a ship bound from Honolulu. The picture winds up in a blaze of thrills in San Francisco.

FOUR POPULAR H.M.V. RECORDS.

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—Jolly Fellows—Waltz International Novelty Orch.
- C-1858—"Silver Wings"—Vocal Gems
(Parts 1 & 2) Light Opera Co.
- C-1881—"The Maid of the Mountains"
(Parts 1 & 2) The London Palladium Orch.
- C-1887—"No, No, Nanette"—Selection ... New Mayfair Orch. with
Edward O'Henry.
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Edward O'Henry.

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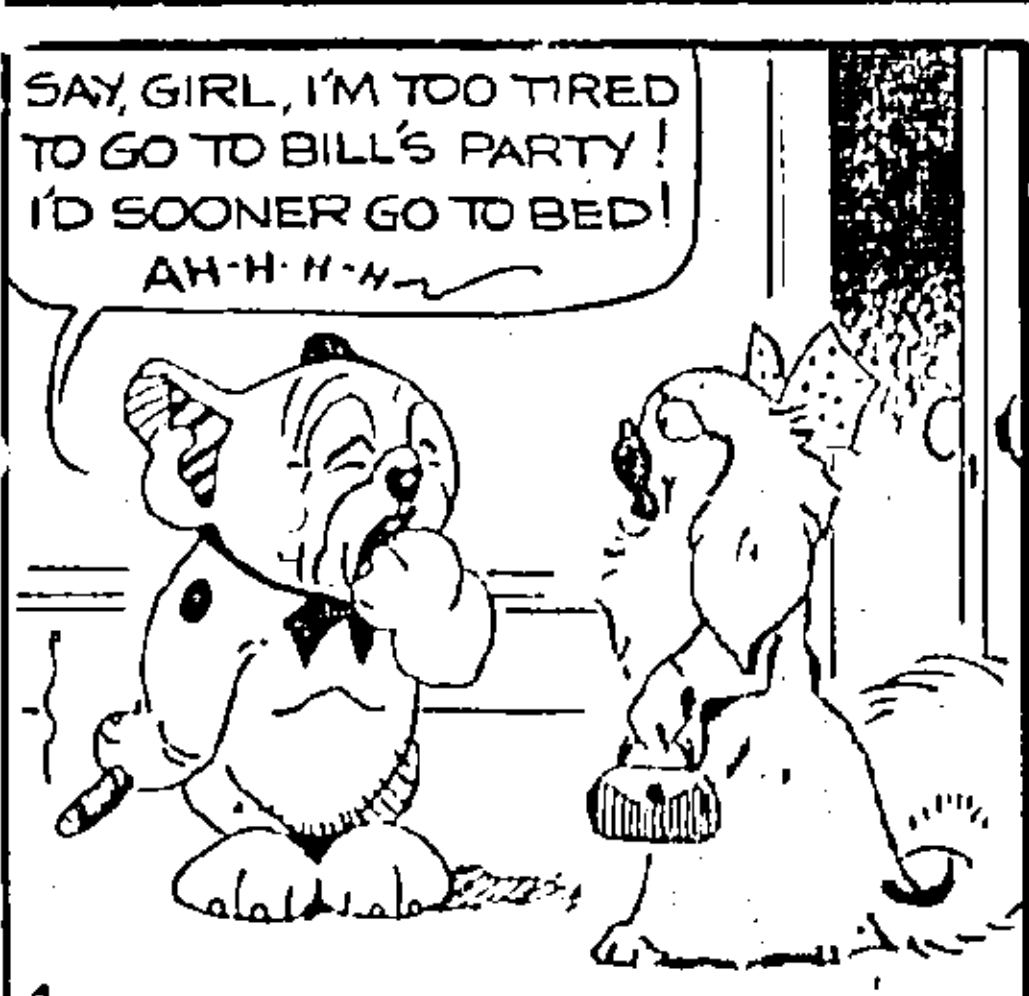
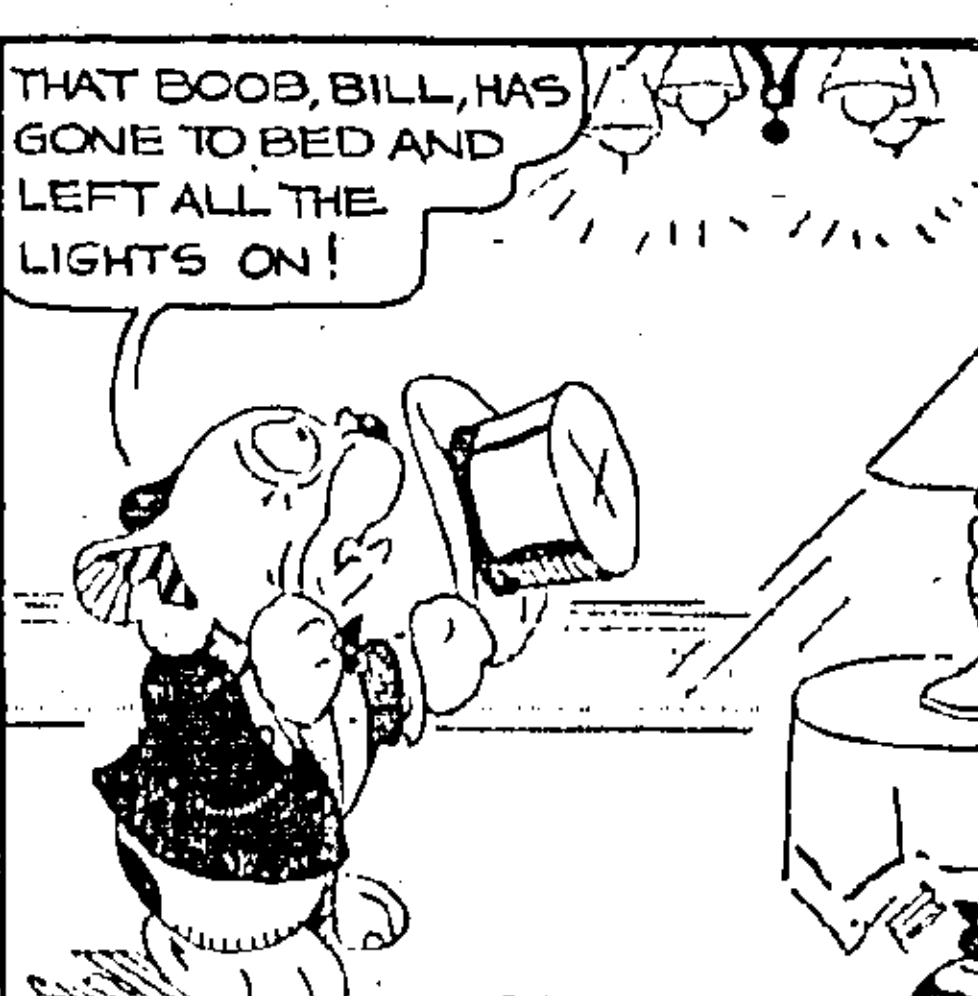
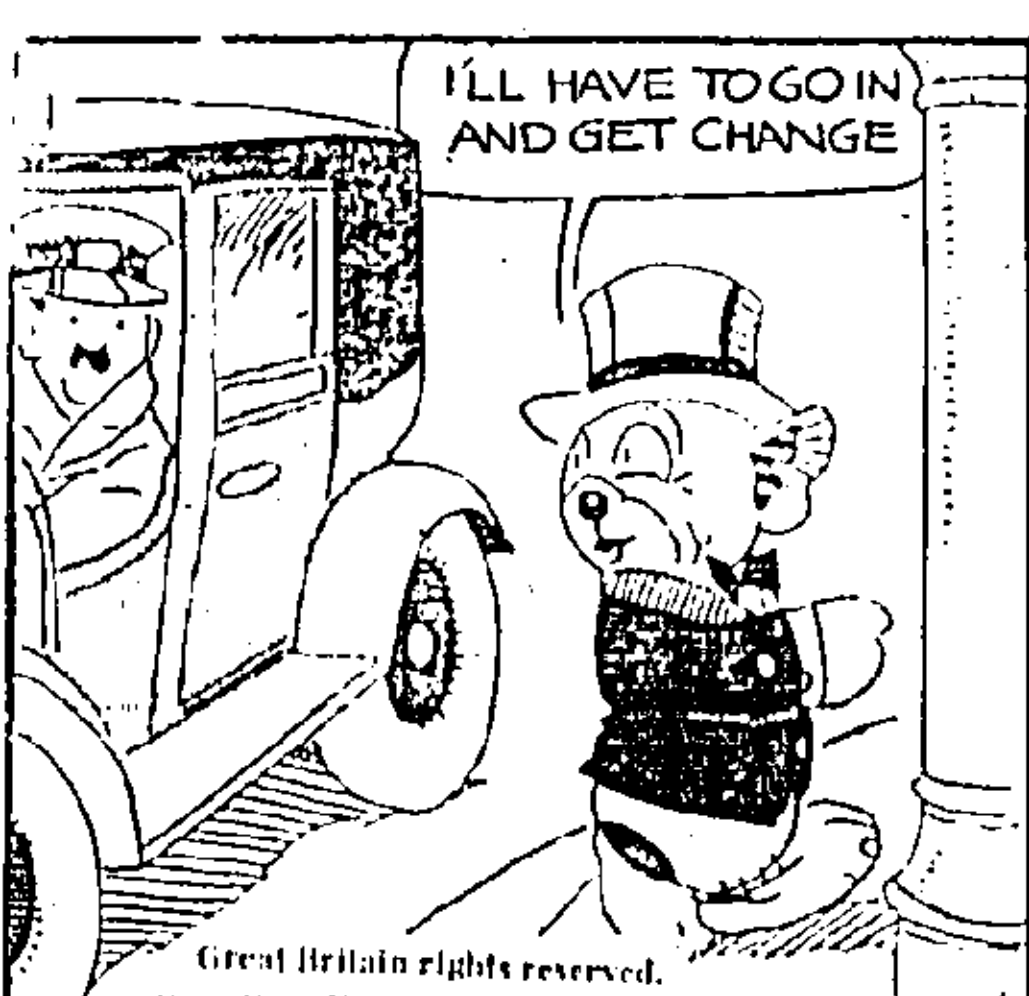
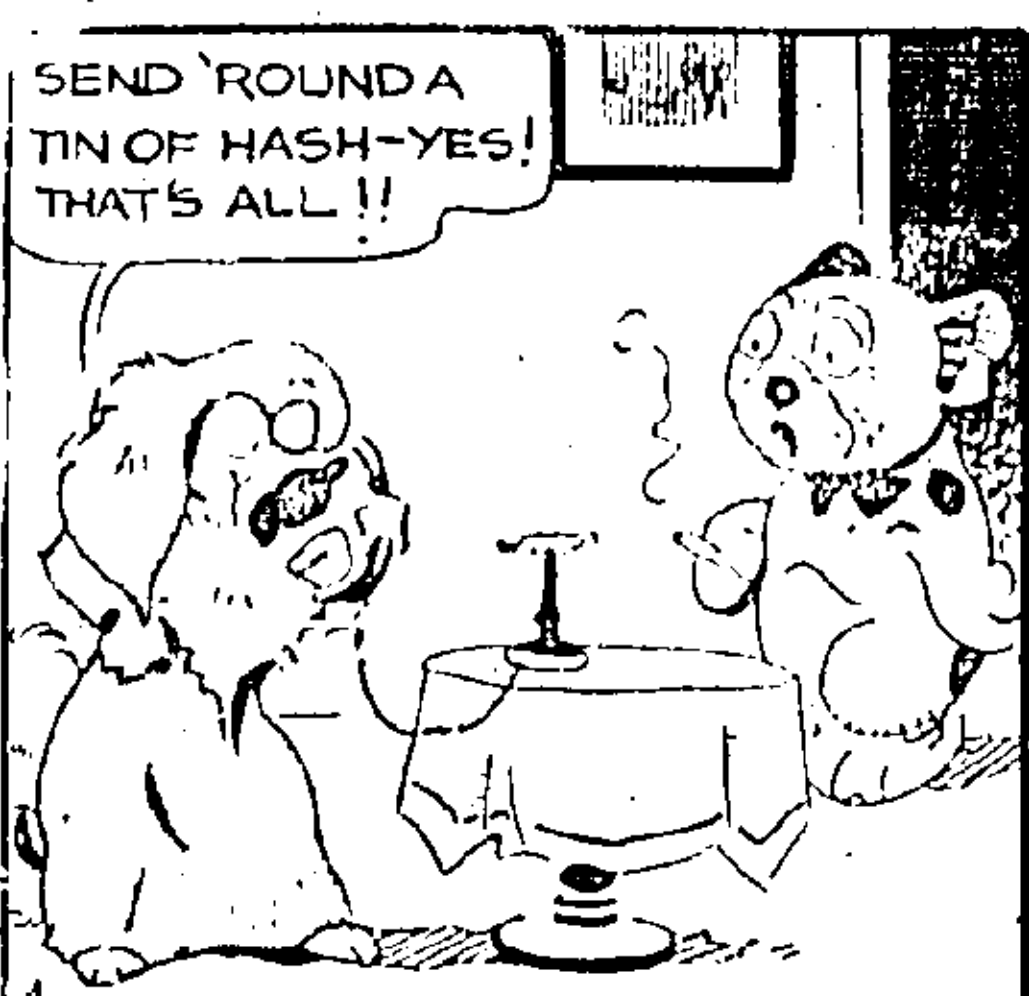
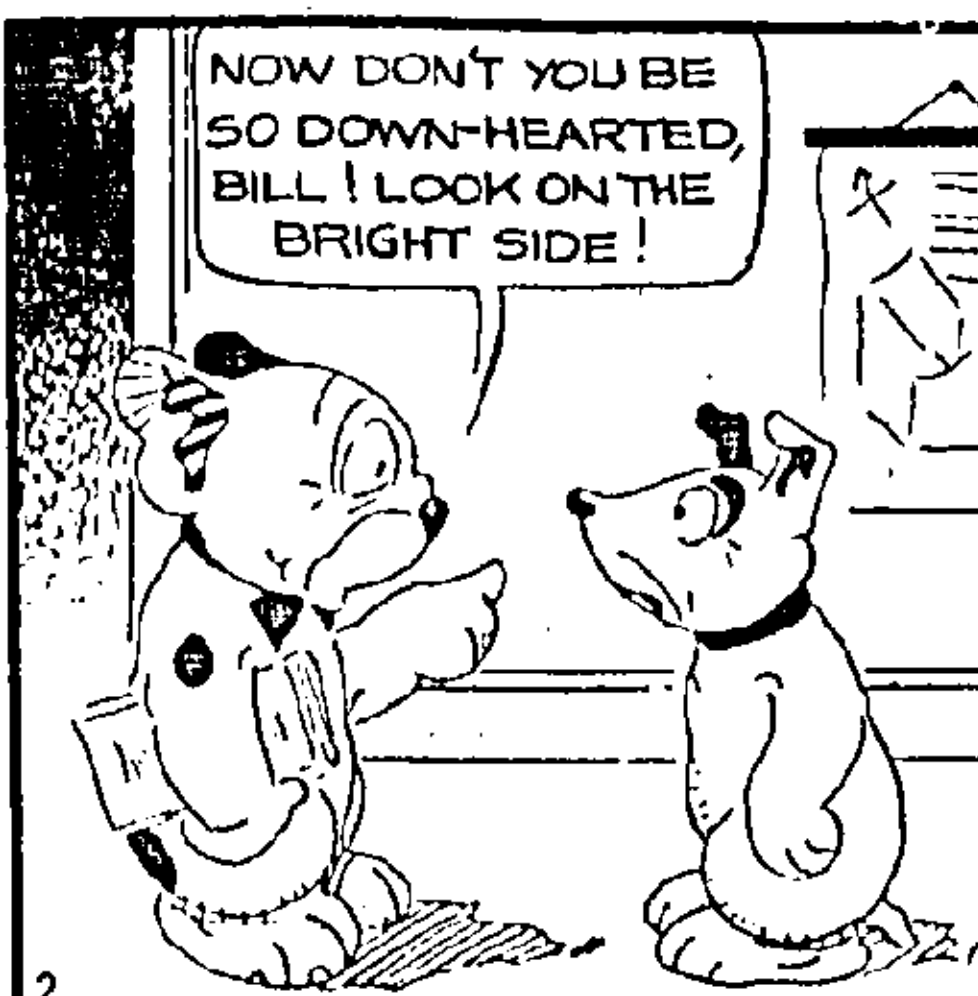
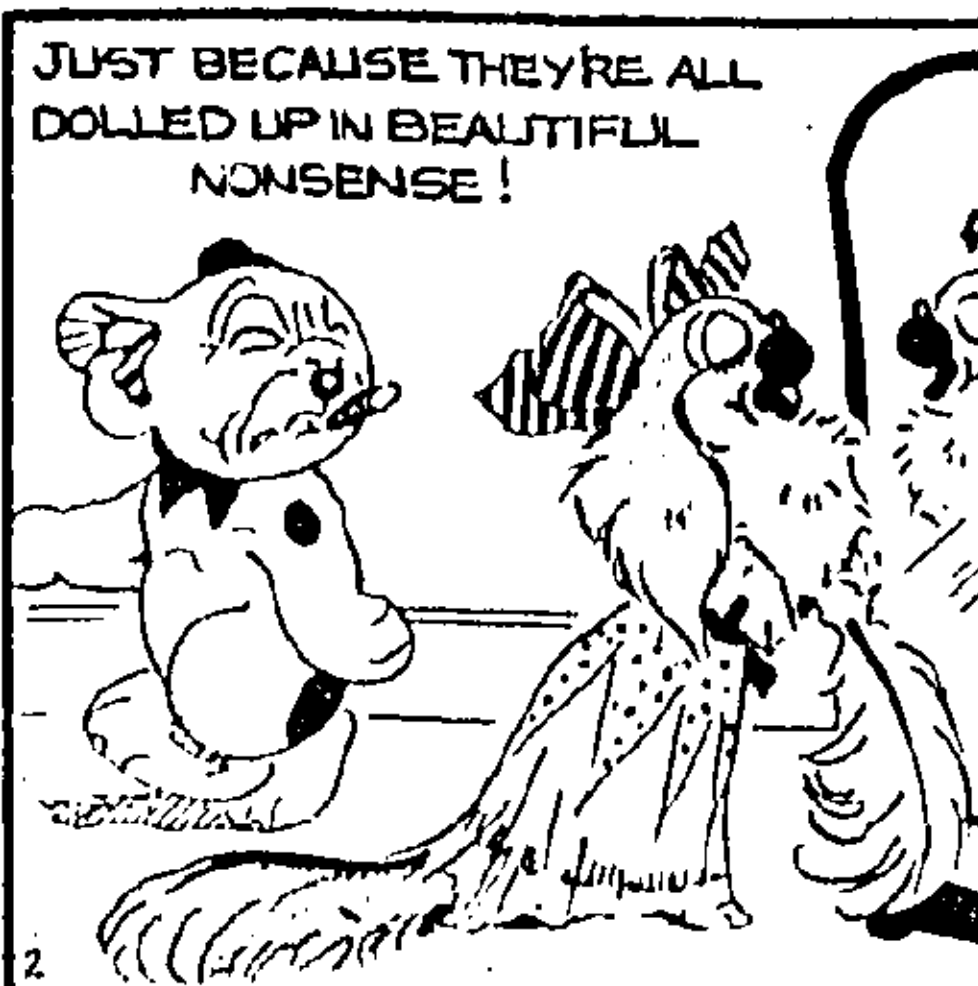
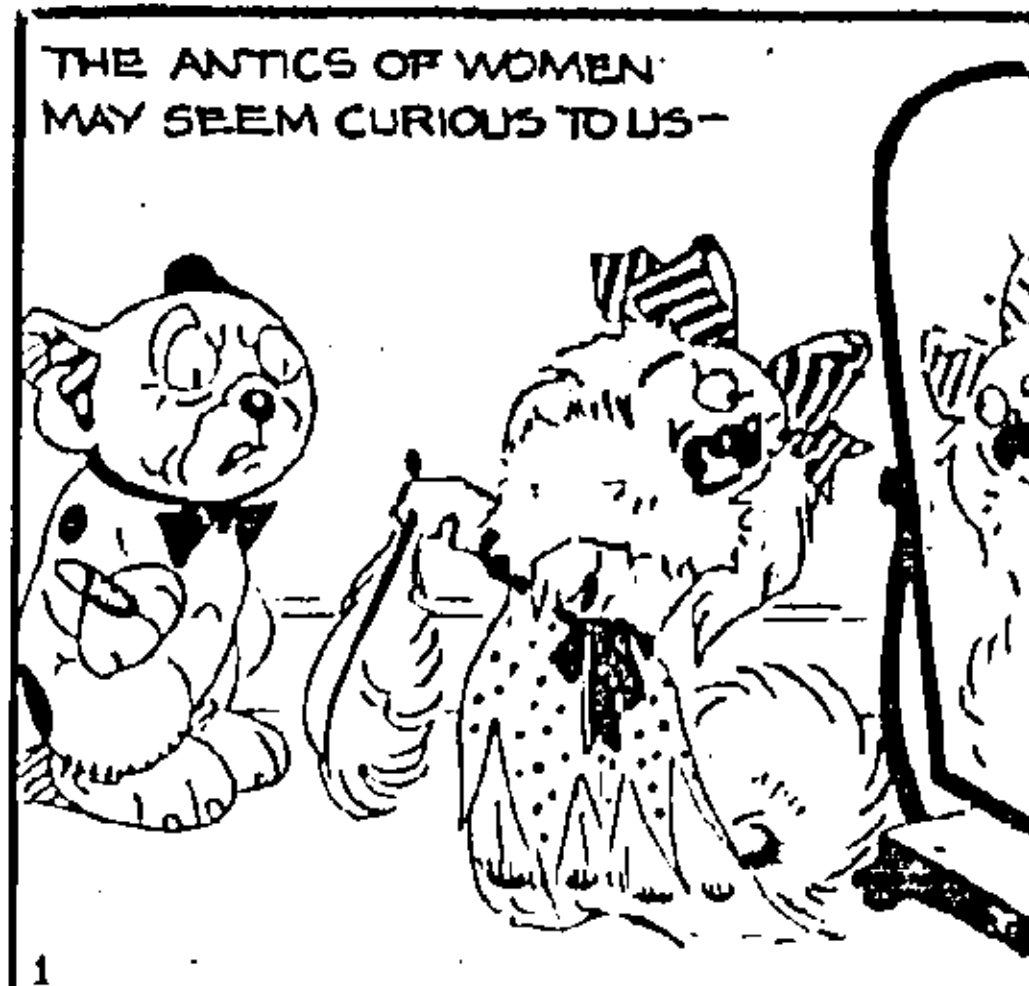
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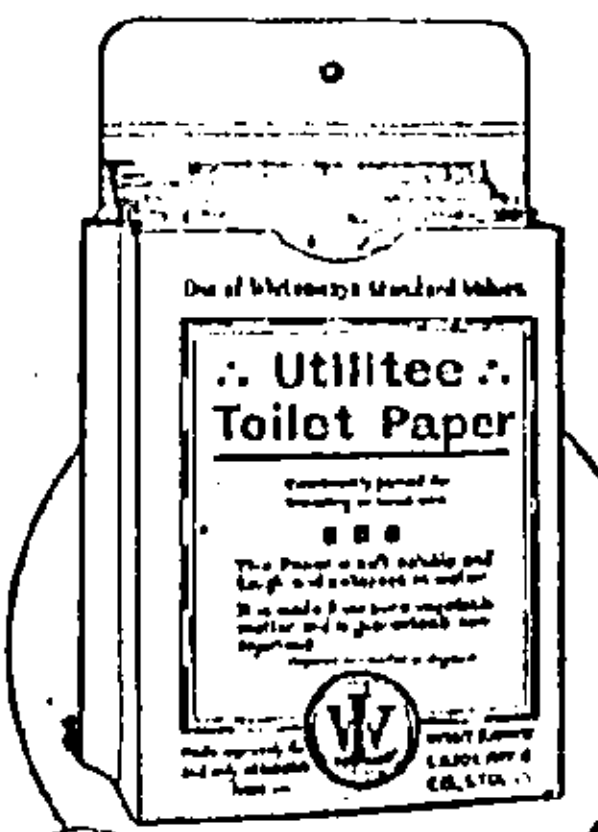
BONZO

By George Studdy



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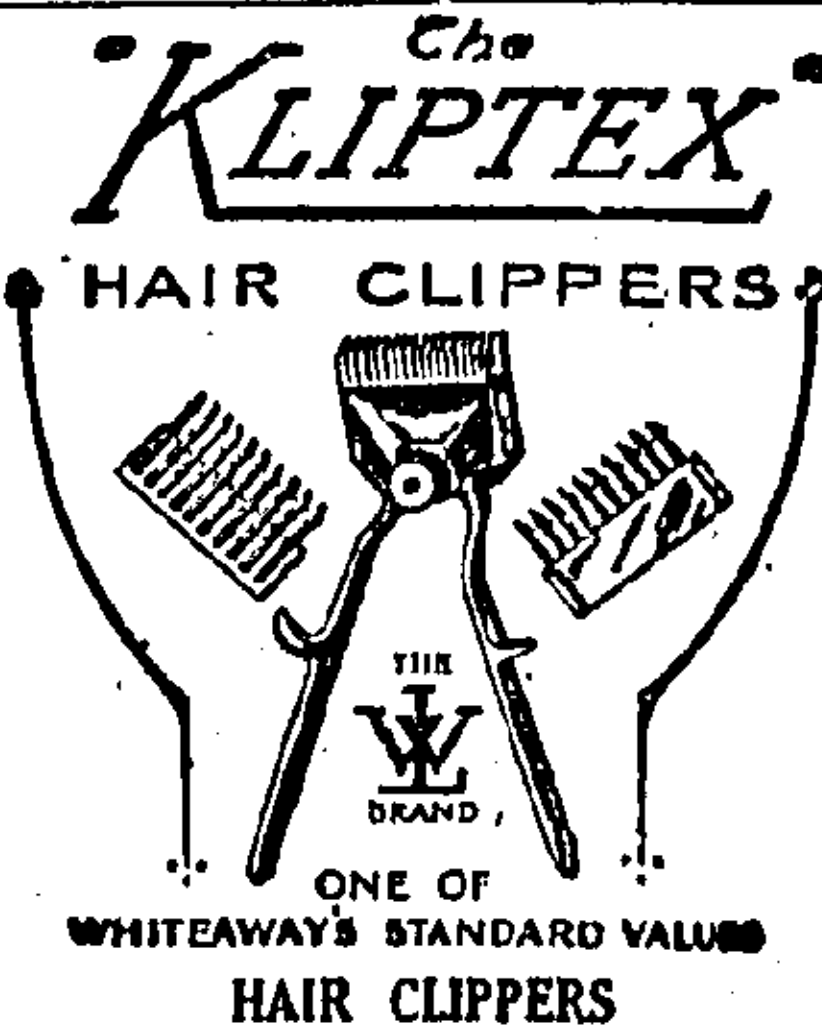


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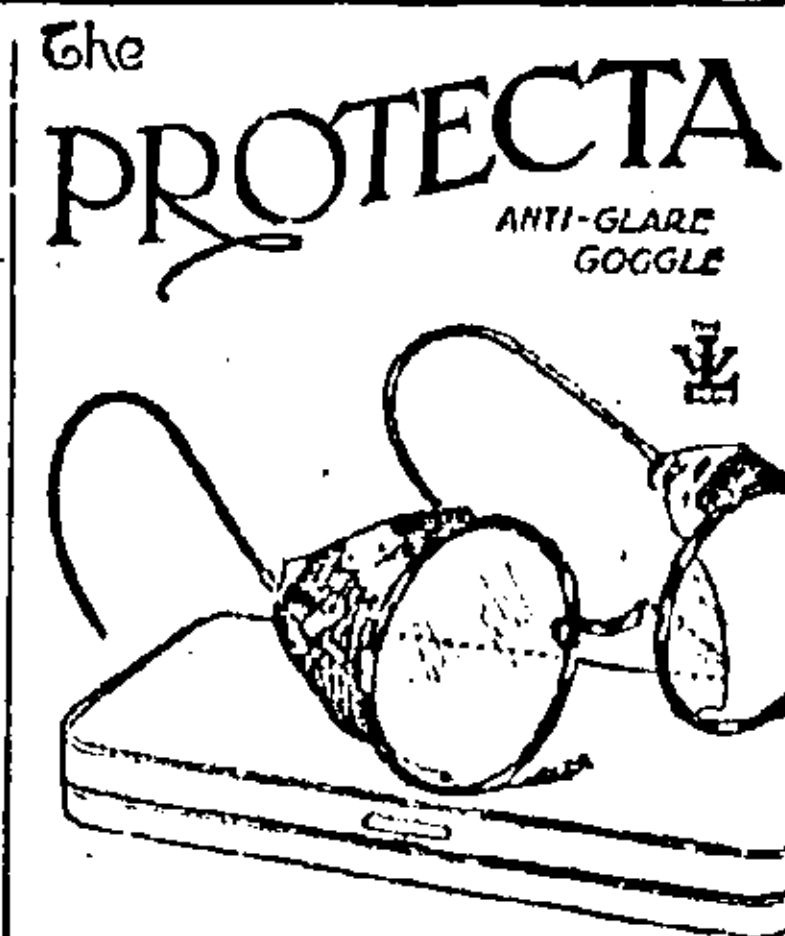
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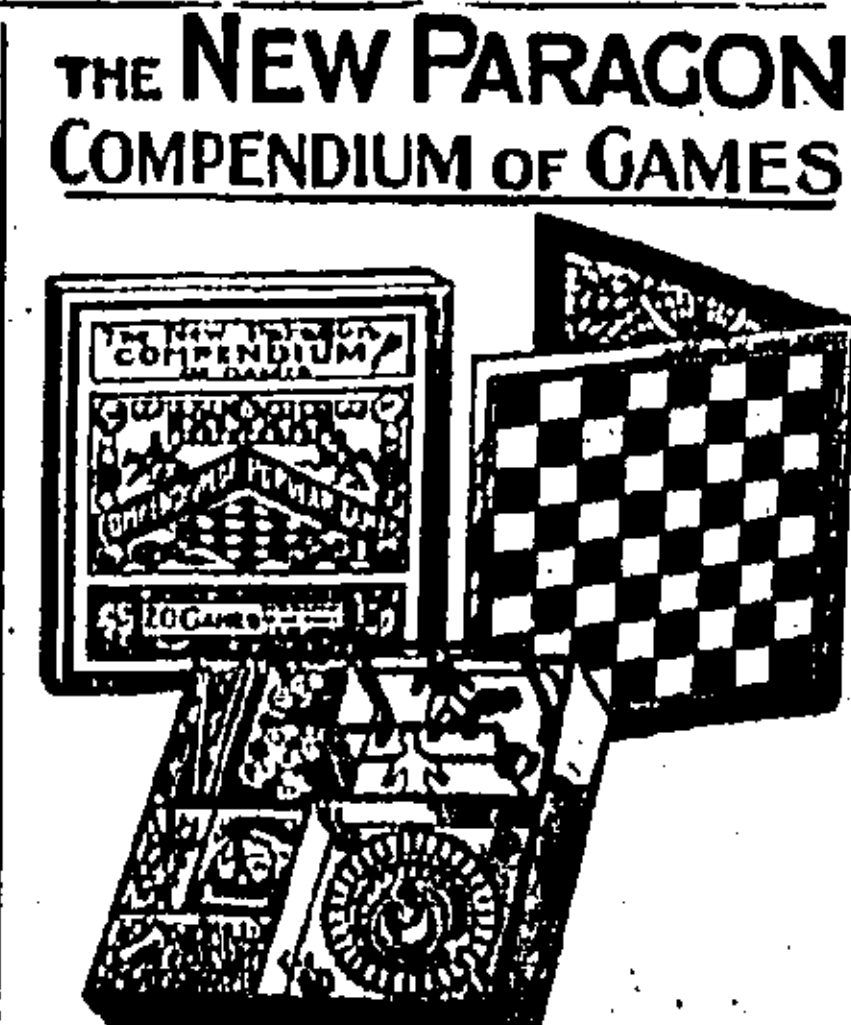


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For Men ... \$2.95
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Protect your eyes from the glare and
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TEA DANCE



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in the Grill Room, King's Restaurant.

4.30 p.m. to 7.30 p.m.

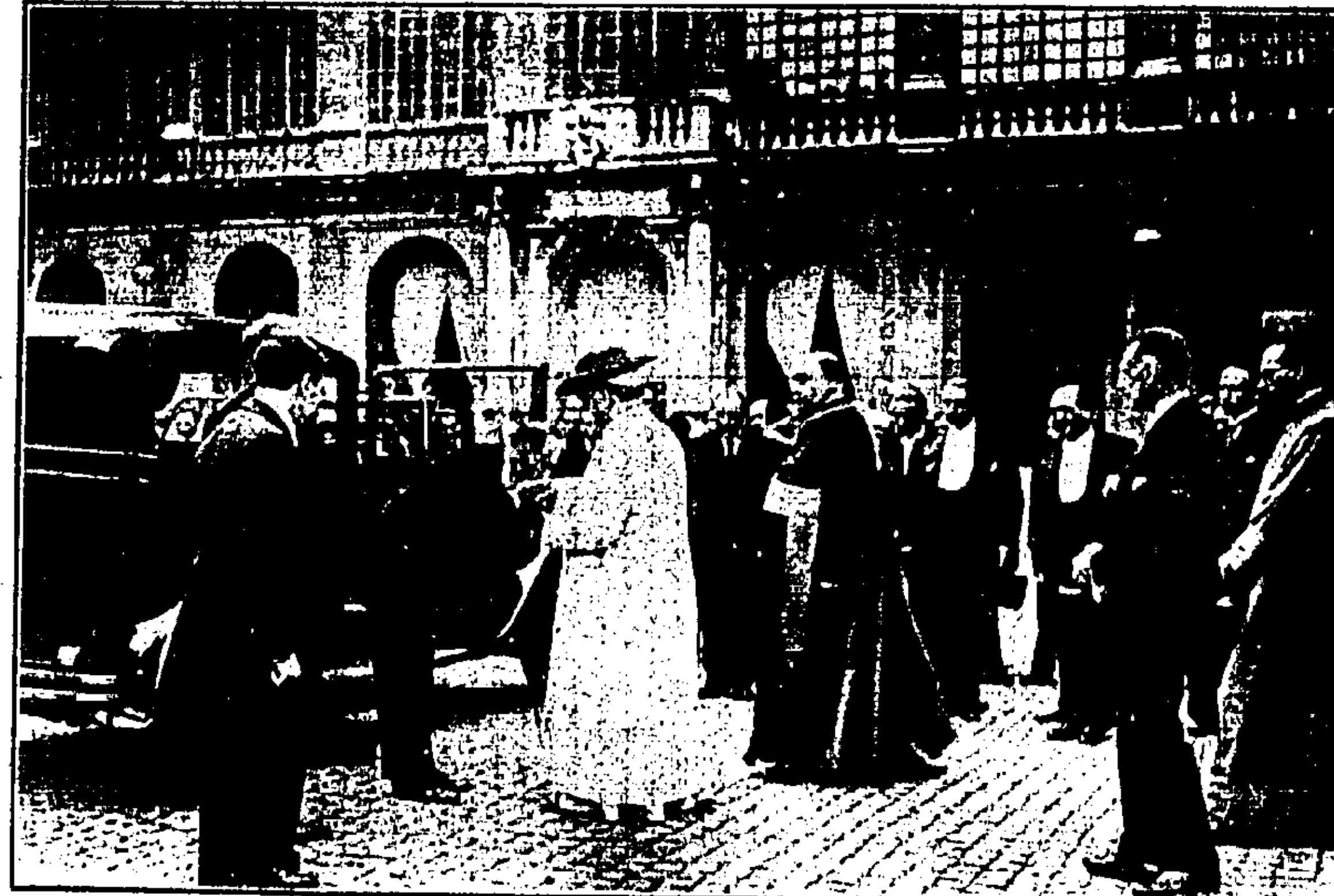
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Restaurant or Lane Crawford's
Restaurant.



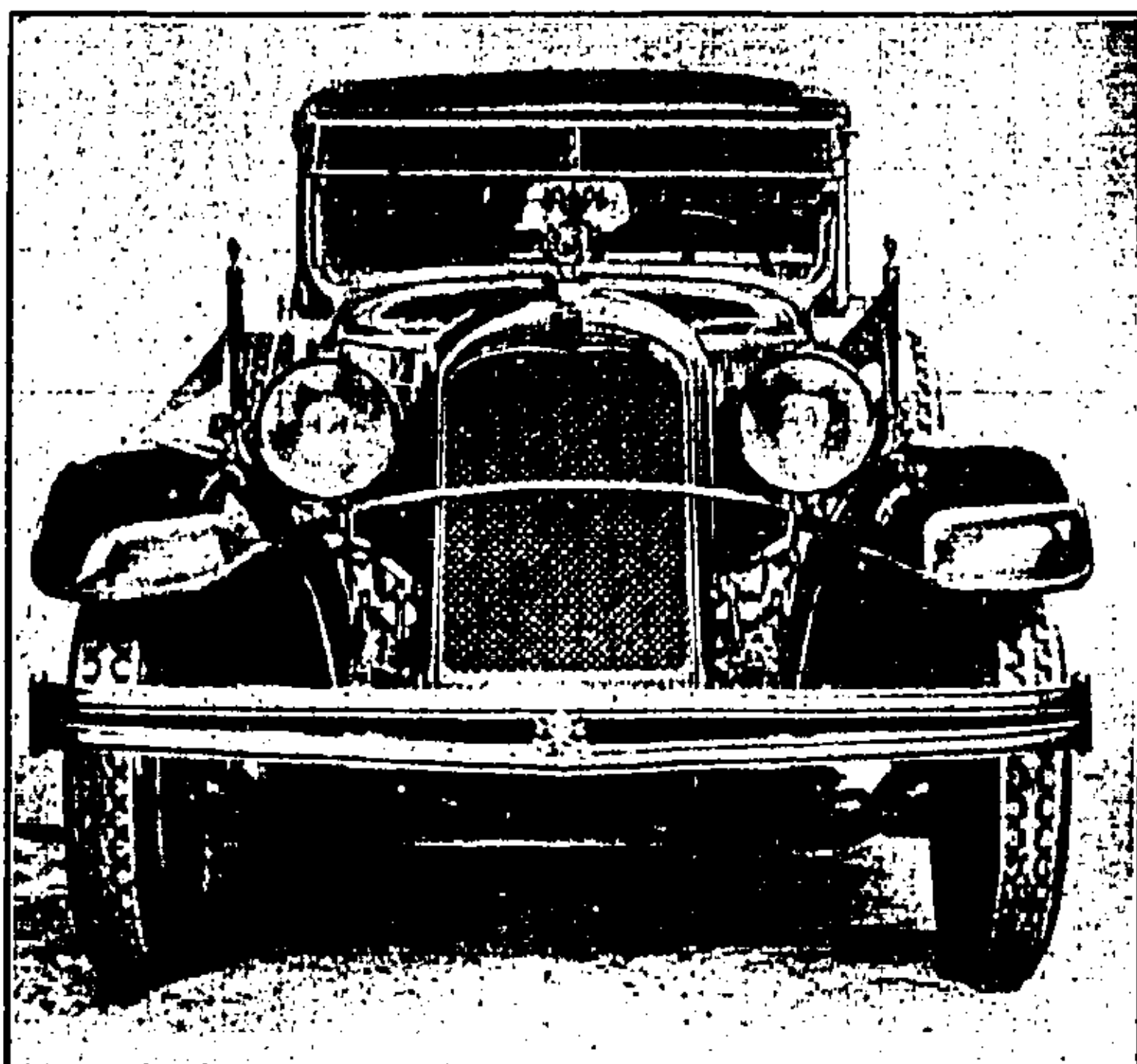
JUST A HABIT.—Two of Hollywood's beauties, Nancy Carroll and Doris Hill, both Paramount players, indulging in the four o'clock tea ritual on the beach at Los Angeles.



RECEIVING HIS GIFT.—His Holiness Pope Pius XI receiving the luxurious motor car which was presented to him by the management and employees of the Italian Citroen Car Company, in Vatican City.



VATICAN LUXURY.—An interior view of the luxurious saloon car presented to His Holiness, Pope Pius XI, by the management and employees of the Italian Citroen Car Co. The style is Venetian seventh century, all the wooden parts being of amaranth wood, skillfully carved, and the incised parts gilded.



POPE'S CAR.—A front view of the Pope's new car, presented to His Holiness by the management and employees of the Italian Citroen Car Company.



JUNGLE PICTURE.—Edwina Booth and Duncan Renaldo in "Trader Horn," the mighty epic of the African jungle that M-G-M is presenting shortly at the Queen's.



"TRADER HORN."—Harry Carey, Edwina Booth and Duncan Renaldo in M-G-M's "Trader Horn," the greatest authentic jungle picture ever filmed. This picture will appear at the Queen's, Star, and World Theatres at an early date.



"THE WHITE GODDESS."—Edwina Booth, star of "Trader Horn," takes the part of the "White Goddess" in this M-G-M super-production due shortly at the Queen's.



(At Left).—NEW RECORD.—Scenes from the M-G-M super-production, "Trader Horn" featuring the beautiful heroine Edwina Booth. This picture has just completed its premiere at Shanghai, having had a first run of twenty-one days, breaking all records for China. When this picture appears in Hong Kong it will be shown simultaneously in three theatres, the Queen's, Star, and World. Three separate prints will be used, and it will be the first time that the same picture will be running in three theatres in the Colony.



WILL BRING TO YOUR HOME OR OFFICE THE
MOST UP-TO-DATE INFORMATION CONCERNING HONG
KONG AND CANTON HONGS. RESIDENCES. WHO'S WHO.
AS WELL AS OTHER USEFUL INFORMATION.

PURCHASE

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"SUNFLOWERS."

An Episode of the Prairie.

"Oh, Duke, guess we'll take that strip of barley first. Dew's on the wheat yet, and the grain'll be too heavy." Oddole, from the midst of his tangle of wheels and wires, paddles and struts, known throughout the "belt" as a "header," glanced toward the leader in the first "barge," and waited for a reply.

There wasn't any. The Duke, from his cogen of vantage in the high driving seat of the barge, had forgotten Oddole, and every one else, in quietly contemplating the glory of a Kansas summer's morning. Mile after mile, as far as the eye could see, stretched the shimmering golden wheat, rustling in the light, warm breeze of the prairie. Here and there a splash of green shade tree, and the slim skeleton of a well-tan stand out in sharp relief, and, too-like in the distance, McKee's string of barges plodded their ghostly way. An inquisitive jack-rabbit poked an impudent head round the angle of a fence post, and, satisfied, retired in leisurely manner.

The Duke chuckled. "We should have had the dogs out," he told his partner, Black Sam, "they'd soon have run that barge away."

"Yassuh, yassuh," replied Sam, albeit a little nervously. He cupped his hand to his mouth, and whispered in Duke's ear, "Boss a-calling—callin' more'n once, too."

"Oh, hah," Duke's tone was completely unperturbed. "Miserable brute. What's his trouble?" He reined in, and turned to hear the instructions repeated for the third time, together with a vigorous admonition that he kept his "darned ears open."

"No need to panic, Oddole," he informed the farmer cheerfully. "Come on over, Pat. The barge wheeled. Watch out for the party wire, Sam."

"Yassuh," repeated the faithful Sam. He leaned forward with up-raised fork, and hoisted up the phone wire running above the fence, as the barge rumbled into the barley patch.

"Atta Duke," laughed Johnny, in the driving seat of the following barge. "The coolest thing this morning, I'll say."

"And how," replied Franky, his inseparable. (They had arrived in Eagle City, two Down-east college boys on vacation, in a battered old flivver, covered with dust, which bore the magic words "Prisco or bust.") "Duke is right. What say, Pop?"

Old Pop spat out a stream of tobacco-jokes before deigning to reply. A hard-baked septuagenarian from Wyoming, turned staecker in the evening of his life by force of hard circumstance, "The Duke" had been his inspiration. Molling along in the torrid heat one afternoon he had been prompted into an expression of unwilling admiration at the way "that 'ere stranger" had discharged his heavy load.

"S'y, maybe you look like a duke," he had remarked, "but, boy, you sure can pitch her up." "Think so," the stranger had replied, quietly, "thanks." "Good for you, Duke," Pop had answered in turn.

From then on the pair were fast friends. "Yah," he ejaculated, at length. His leathern face cracked into a grin. "Never heered such talk afore. Never seen the like afore, save maybe on the movies. An' I've lived some, at that."

So the stranger had become "The Duke." He deserved the name, if only for the fact that he kept the whole of Cheyenne County guessing. In that arid, hirsute country, the unbelievable Duke actually shaved every morning! No agonizing Sunday clipping and scraping for him! He'd been famous from the moment he arrived on the stub train from Orleans, after entertaining the bunch en route with artistic music on the ukulele. Once, in the Eagle City Cinema, he had deputized with great success for the "planner-player," to the huge delight of the audience, who promptly forgot all about the "pitcher."

Duke could find cigarettes, (barred in Kansas), anywhere. He could ride in anybody's car. He could "roll the bones" too, with the best—ask the box-car gang. And even Oddole, surly, brutish, bullying Middle-European settler, had to admit he'd never seen a finer field hand.

The discipline of boxing in all its stages from preliminary lessons to championship contests has a "moral" influence in so far as the acolyte who attains even moderate success in the art must have a controlled temperament and calm mind, quickness of thought leading to rapidity of decision and promptitude of action, physical

"A natural, that Duke." So said Cheyenne County.

Most people liked the Duke. Some admired him. Latma loved him. From the moment that he had seen her, and smiled at her, and said, "Hello, little prairie-kid. What's your name?" he found a willing slave. Latma was nine, scrawny, half-tamed, with eternally wide eyes and two scrappy platts bobbing up and down her back. She stood in hourly, mortal fear of her father, the lowering Oddole. "Latma, where's them alga?" "Latma, sit out there'n churn." "Say, Latma, ain't you got nothing else to do but" "Latma, if you don't come when I call you." So that now Latma trod lightly, spoke softly, and cringed at her parent's approach. Heavy hearted, hopeless, and nine years old. . . .

Duke would tell Latma stories. About ships and the sea, or maybe about gallant knights and beautiful ladies of old. Sometimes they'd be charming together, or it might be lying at the foot of the fence whilst Buck and Joe the dogs, stealthily stalked a jack rabbit, or, on the dusty road, they would stop and look at the giant sunflowers, and Duke would tell her about other flowers—violets, buttercups and daisies, and the rain-drenched hedgerows of a sweeter, greener land.

"Ain't never seed nothin' else but sunflowers—and rattlers," Latma would say, her lip trembling a little. The Duke wouldn't reply, only pinch her arm in silent sympathy. Or other times, Latma would meet his barge when he came in at night. Barge, horse, hat and clothing covered with grasshoppers. "Give you look awell," Latma would giggle. And Duke would climb down, stiff-limbed from a long field day.

"Give me a hand with those bronks, woman," he would command gruffly. Whereupon they would both fall to, whilst the others went to the bunkhouse, and take the team into the stable. Then another search for "alga." And afterwards Latma would say, "Water's ready, Duke," and smile shyly again, and fly like the wind when the hated voice was heard saying, "Latma, if you don't come when I call you. . . ."

The Duke was going with Johnny and Franky to Denver, in the flivver. Harvest over. "Not stopping for threshing," Duke had said firmly, in response to Oddole's plea. Johnny and Franky said so, too. "No, wanner see the bright lights again," they grinned in unison. "An' we're taking the Duke along."

So here were old Pop and Black Sam to see them off.

Johnny and Franky were already in the flivver. Pop was shaking hands with the Duke. "You'd oughter stay here," he was saying gravely. "You made the grade all right. Folks hereabouts'd kinder like you to locate amongst 'em."

"Thanks," the Duke replied. "Some other time. But I enjoyed myself. S'long, Pop."

Latma had tears in her eyes. "Ain't just right you're going away, Duke," she complained. "Ain't you—ain't you—never comin' back no more?"

There was a short silence. "If I can," said the Duke simply. There was nothing else to be said. "Y'know, Duke," the child confided breathlessly, "y'made sunflowers look different to me, somehow. When I look at 'em—when you've gone—I'll just naterally think about you."

"That's grent," the Duke said. "And I'll do that same thing, too." "It's a promise?" Latma questioned.

"It's a promise," said the Duke. He turned to board the flivver. With a roar and rattle they were away.

"Gee, this is grent," said Johnny, at the wheel, "hitting the pike again, what?"

"The Duke didn't answer. Johnny could have sworn he heard him mutter, "But there aren't so many sunflowers. . . ."

"Sunflowers. . . . hell," grunted Johnny. "Never see anything else here. Ain't you glad to leave 'em behind. Going dippy, or what?" The Duke said nothing. He was elaborately lighting a huge cigar.

strength with all-round freedom of movement, scrupulous regard for the rules of the game, and with courteous, kindly feelings to an opponent in victory or defeat. Fortitude he must have and endurance, and above all an intelligent respect for the wonderful tabernacle in which his spirit resides.—Dr. Kerr.

POETS' CORNER.**"THE CALL OF THE EAST."**

The call of the East, is like a beast, Lurking in the jungle for prey, Once in its grip, no chance of a slip, Or so I've heard people say. It is a mystic might, that holds tight, To those who have been East long, Too late to turn back, after the attack, When the best of your days are gone, Like old pioneers, who have spent years.

Blazing the Eastern trail, Men from the West, who gave their best, And thereby hangs the tale, They answered the call, and gave up all. To see the struggle through, It was a gallant fight, for trader's rights, And to them the honour is due.

Now comes a test, East has called the West, Far and wide has echoed the call, We fight like beasts, for trade of the East, For it is a case of stand or fall. It is a trade war, so follow the unwritten law, Be as unscrupulous as you can, It's a question of might, who wins the fight.

And not who is the better man, A bone of contention, a common expression, Would describe the position to-day, We are on a beaten track, like a hungry pack, All eager for the fray, We are rushing round, like a pack of hounds, On the trail of a wounded beast, The pioneers came, and discovered the game, When they answered the "Call of the East."

"WALLABY" JIM.

KING'S THEATRE.

Bright Prospects Ahead.

FIRST ANNUAL MEETING.

Satisfactory progress was reported by Sir Shou-son Chow, who took the chair at the first statutory meeting of the China Entertainment and Land Investment Company, held in the King's Theatre Building yesterday.

The building, he said, had not become revenue bearing until recently, and consequently the Profit and Loss Account showed a deficit balance of a little over \$30,000. However, it was now fully occupied, and with the continuance of the policy of showing the best pictures, a bright future could be confidently looked forward to. The revenue showed a reasonable return on the amount invested.

The motion was carried unanimously. Messrs. Percy Smith, Seth, and Fleming were re-elected auditors, which closed the business.

VACCINATION.

St. John Ambulance Brigade's Work.

The number vaccinated—free of charge—by members of the St. John Ambulance Brigade, up to and including May 17, was:

Chinese Y.M.C.A. (H.K.)	9,545
King's College (Old)	843
King's College (Present)	14,436
Railway	5,357
Indian	3,835
Kowloon	10,800
Mongkok	25,587
Shaukiwan	5,870
St. Joseph's College	451
Chinese Y.M.C.A. (Kowloon)	14,716
Chinese Athletic Assn.	2,450
Motor Drivers' Assn.	1,481
Victoria Nursing	170
Y.W.C.A. Nursing	622
Un Long	1,188
Total	97,360

COUNCIL VACANCIES.

His Excellency the Governor has appointed, provisionally, and subject to His Majesty's pleasure, Mr. C. G. S. Mackie to be temporarily an Unofficial member of the Legislative Council, vice the Hon. Mr. J. Owen Hughes, resigned, with effect from May 7; and Mr. William Henry Bell to be temporarily an Unofficial member in the place of Sir H. E. Pollock, K.C., who is temporarily absent from the Colony, with effect from May 14.

APRIL SHOWERS.

The rainfall for the month of April at the Botanical Gardens was 8.90 inches on 18 days, at the Matilda Hospital, Mount Kellett, it was 9.30 inches on 18 days, at Fanling, 10.12 inches on 11 days, and at the Police Station, Taiipo, 18.43 on 17 days.

The maximum gust velocity as recorded by the Dines-Baxendell anemograph, was at the rate of 45 miles per hour at 7.10 p.m. on April 7.

NEW ADVERTISEMENTS.**THE HONG KONG JOCKEY CLUB.**

Subscription Grifts and Australian Poles.

THE LIST of Subscribers to the above will CLOSE at Noon on SATURDAY, 30th May, 1931.

By Order of the Stewards,
C. B. BROWN,
Secretary.
Hong Kong, 14th May, 1931.

THE HONG KONG JOCKEY CLUB.**NOTICE.**

THE HALF YEARLY GENERAL MEETING of VOTING MEMBERS will be held at the Club House, Happy Valley, on WEDNESDAY, 27th May, 1931, at 5.15 p.m.

All members are cordially invited to attend and participate in any discussion which may ensue.

AND NOTICE is hereby given that an Extraordinary General Meeting of the Voting Members of the Hong Kong Jockey Club will be held at the Club House on the 27th day of May, 1931, immediately after the half-yearly meeting of the Voting Members when the subjoined resolution will be proposed:

That Article 6 of the Articles of Association of the Club be altered by deleting therefrom the words "Ordinary Members" and substituting therefor the words "The number of Ordinary Members shall be one thousand two hundred or such greater number as the Voting Members shall from time to time determine."

AND NOTICE IS ALSO HEREBY GIVEN that a Further Extraordinary General Meeting of the Voting Members of the Club will be held at the same place on WEDNESDAY, the Seventeenth Day of June, 1931, at a quarter past five o'clock in the afternoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Stewards,
C. B. BROWN,
Secretary.
Hong Kong, 14th May, 1931.

THE THEOSOPHICAL SOCIETY.

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[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, May 17, 1931, 11.15 a.m.
Subject: "Mortals and Immortals."

The Sunday School is held on Sunday morning at 10 o'clock. Wednesday Evening Meeting at 6.30 o'clock.

Reading Room at above address, open . . .

Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

UNION CHURCH.

Kennedy Road, Hong Kong.

Sunday, May 17, 1931.

Morning Service, 11 o'clock (Broadcast).

Evening Service, 6 o'clock. Preacher: The Rev. E. G. Powell.

Social Hour after Evening Service (Broadcast).
Sunday School: Kennedy Road, 10 a.m.

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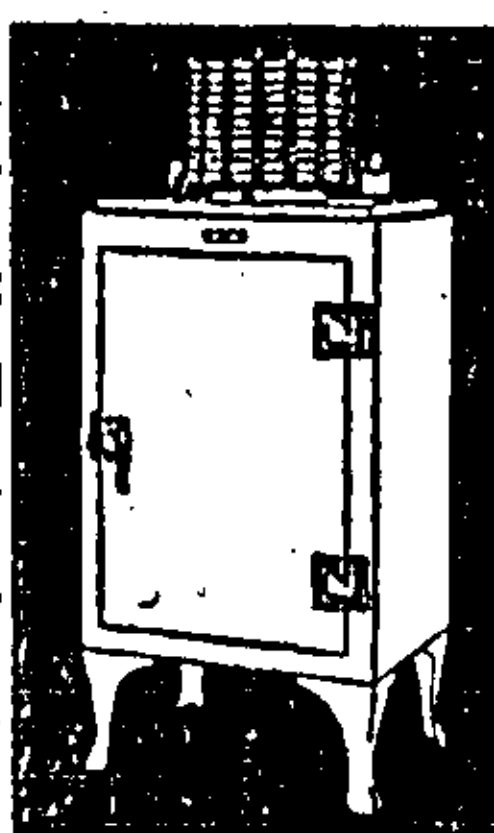
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SPECIAL SALOON FARES.

WEEK DAYS—Single \$3.00; Return, \$5.00.
SUNDAY and EXCURSIONS—Single \$2.50; Return, \$4.00.

EXCURSION TO MACAO.

SUNDAY, May 17.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE—All Steamboat Company's Steamers are fitted with wireless.



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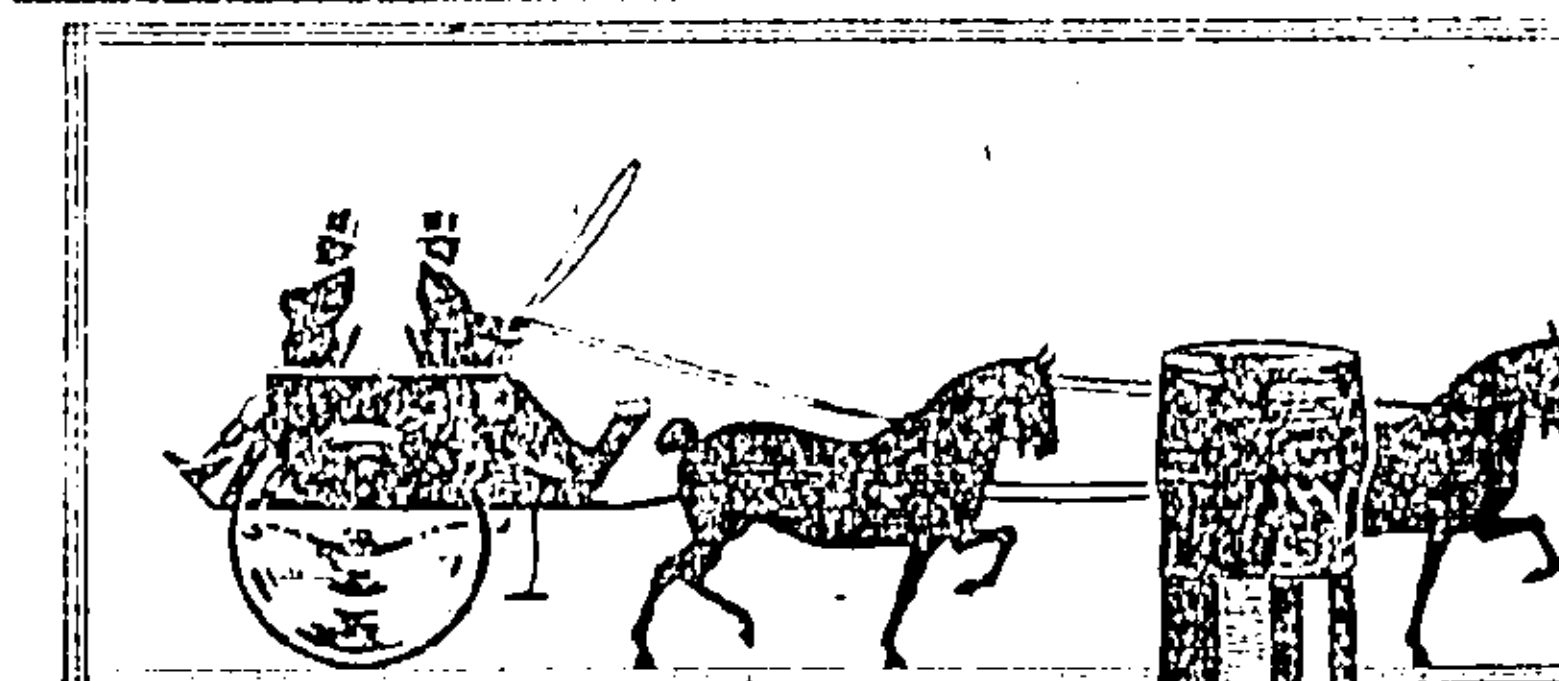
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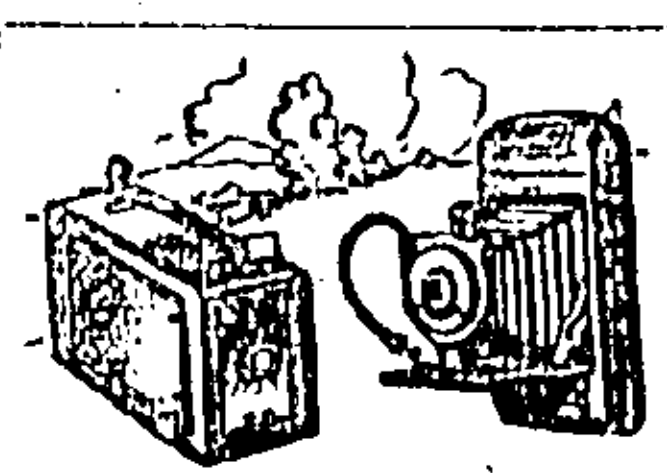
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ANNOUNCES HIS REMOVAL



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3rd floor.

ZORHAN FORCED OUT TO WIN

(Continued from page 1.)

(Mr. Ip (Kui-ying); Tay 133 lb (Mr. A. W. da Roza); The Lombard 150 lb (Mr. Colman); The Pheasant 152 lb (Mr. Frost); Vamoose 136 lb (Mr. H. A. B. Botelho); Wise Stag 150 lb (Mr. Soares).
Won by 2 lengths; short head.
Time: 2 mins. 39.2/5 secs.
Parimutuel: Winner \$41.40; Places, 1st \$11.30; 2nd \$10.00; 3rd \$9.00.

One Third	Winner	Places
The Pheasant	955	912
Tunney	910	1,291
City Hall	538	728
Morning Star	411	577
Misamis	391	475
Tango	198	274
Empress Hall	120	161
Wine Stag	115	199
Tay	48	83
Vamoose	37	69
Mongolian Stag	25	76
Happy Returns	11	19
The Lombard	10	23
Country Club	9	7

There was nothing in this race until the run-in, when City Hall, comfortably ridden by Mr. B. A. Proulx, came in to win quite easily by two lengths. One Third and Tunney joined issue coming into the straight, but City Hall was definitely too good.

6.—Lead Mine Handicap: "D" Class: One Mile and a Quarter. —For China Ponies. "D" Class. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$250. 2nd Prize: \$150. 3rd Prize: \$75.

H. H. Johnson's Duke of Normandy II	152 lb (Mr. Frost)	1
Dalrem's Bay of Bellingham II <td>140 lb (Mr. J. M. de Remedios)</td> <td>2</td>	140 lb (Mr. J. M. de Remedios)	2
John's Redskins <td>157 lb (Mr. Charles)</td> <td>3</td>	157 lb (Mr. Charles)	3

Also ran: Apache 133 lb (Mr. Keith-Murray); Andantino 146 lb (Mr. A. A. R. Botelho); Arctic Eve 137 lb (Mr. Proulx); As You Like It 152 lb (Mr. Soares); Bay of Calamity 133 lb (Mr. H. A. B. Botelho); Celerity 149 lb (Mr. Reidy); Choctaw II 142 lb (Mr. Stewart); Fanning Stag 162 lb (Mr. Parkin); Happy Day 161 lb (Mr. G. U. da Roza); Loch Sloy 133 lb (Mr. T. Y. Tung); Novamagher 133 lb (Mr. A. W. da Roza); Nookhall 161 lb (Mr. Newbigging); Pagoda 152 lb (Mr. S. Y. Lunge); Tiger 142 lb (Mr. King); Twilight 133 lb (Mr. Ip (Kui-ying)).

Won by 2 lengths; short head.
Time: 2 mins. 43.2/5 secs.
Parimutuel: Winner \$10.60; Places, 1st \$7.50; 2nd \$45.00; 3rd \$58.20.

Duke of Normandy	1,363	1,520
Nookhall	419	643
Loch Sloy	316	515
Happy Day	246	409
Twilight	234	368
As You Like It	196	235
Arctic Eve	134	217
Bay of Bellingham	91	97
Celerity	61	101
Redskins	56	73
Choctaw II	53	78
Pagoda	27	32
Andantino	13	20
Apache	11	34
Novamagher	9	15
Tiger	6	5
Fanning Stag	3	3
Bay of Calamity	2	14

There was very little in this race until the final run-in, when Duke of Normandy II, well ridden by Mr. Frost, came home to win fairly comfortably by two lengths. Redskins, ridden by Charles, coped third place, in a hot finish, by a short head.

7.—Warwick Farm Handicap: One Mile and a Quarter.—For Australian Ponies. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Chan Tin-sun's Woodland Stag	180 lb (Mr. Frost)	1
Kong Bros's Evening Star <td>142 lb (Mr. Harriman)</td> <td>2</td>	142 lb (Mr. Harriman)	2
Proulx & Sling's Kilrea <td>152 lb (Mr. Proulx)</td> <td>3</td>	152 lb (Mr. Proulx)	3

Also ran: Caulfield 134 lb (Mr. H. A. B. Botelho); Fritz 143 lb (Mr. Stanton); Pegasus 141 lb (Mr. Stewart); The Raindrop 159 lb (Mr. Reidy).

Won by 3 lengths; 4 lengths.
Time: 2 mins. 24.3/5 secs.
Parimutuel: Winner \$7.20; Places, 1st \$5.60; 2nd \$6.10; 3rd \$6.70.

Woodland Stag	2,197	1,417
Evening Star	655	701
The Raindrop	327	721
Kilrea	277	518
Fritz	20	80
Pegasus	24	76
Caulfield	11	32

Woodland Stag convinced his critics as to capacity to carry weight in this race. The puzzle the handicappers have got to solve is how much this pony can carry! All fancies stood still whilst the Stag walked away to an easy victory. The best suggestion one can think of is to enter this pony, if it measures up,

under A.J.C. rules. It is certainly, on form here, too good for the best of 'em. The handicappers cannot possibly give it any more weight. Mr. Frost rode well, but would possibly be the first to admit that he had an armchair ride. Caulfield entered, but might as well not have. Kilrea, a good plugger, beat a poor field to come in third.

8.—Pineapple Plate: Six Furlongs (Novices).—For China Ponies that have started in Hong Kong at least twice since January 1, 1931, and have not won more than one race since January 1, 1931. Weight for inches as per scale. Winners, 7 lb. penalty. To be ridden by jockeys who have not won five flat races anywhere at any time. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150.

A. W. da Roza's Jili 159 lb (Mr. A. W. da Roza)	1
A. A. R. Botelho's Lobster Bay 158 lb (Mr. Noronha)	2
Capt. L. M. Stewart's Young Pretender 149 lb (Mr. Stewart)	3

Also ran: Fair Sport 155 lb (Mr. Carroll); Imperial Hall 162 lb (Mr. A. A. R. Botelho); King's Counsel 162 lb (Mr. H. A. B. Botelho); Royal Flush 156 lb (Mr. H. C. Lee); Silver Flare 149 lb (Mr. Tung Man-wa); Twilight 156 lb (Mr. Stewart).

Won by one length; 3 lengths.

Parimutuel: Winner \$8.50; Places, 1st \$5.90; 2nd \$19.90; 3rd \$12.10.

Jili	1,564	1,803
Royal Flush	643	573
King's Counsel	371	518
Young Pretender	195	238
Imperial Hall	81	197
Lobster Bay	63	114
Fair Sport	21	48
Silver Flare	17	39

A complete scramble. Jili was made favourite, and justified confidence to pay odds-on. Royal Flush, who surely must some day do something, on past performance, was a half-hearted second favourite, but Mr. Lee apparently could not sense the capabilities of his mount. One wonders, rather mournfully, if Royal Flush will ever win another race, after the euphemistic press notices it has had from time to time.

9.—Fotamun Plate: "A" Class: Seven Furlongs.—For China Ponies. "A" Class. Weight for inches as per scale. Winners of \$3,000 or more in Stakes since January 1, 1931, barred. 1 lb. penalty for every \$200 or part thereof won in Stakes since January 1, 1931. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200.

Chan Tin-sun's Zorhan 160 lb (Mr. Frost)	1
H. S. Chan's Pride of Tsing-tao 156 lb (Mr. T. Y. Tung)	2
Toog & Priestley's Gay Crusader 167 lb (Mr. Reidy)	3

Won by 1 1/2 lengths; many lengths.
Parimutuel: Winner \$6.10; Place, 1st \$5.70.

Zorhan	2,328	330
Pride of Tsing-tao	457	60
Gay Crusader	402	30

Zorhan had a terrible run for his money here. T. Y. Tung, riding Pride of Tsing-tao, chased him neck and neck, taking the inside berth very cleverly, and pulling out all Mr. Frost's jockeying to win. Mr. Tung, on this showing, will bear a lot of watching. Gay Crusader was never in the race.

10.—Fotamun Plate: "B" Class: Seven Furlongs.—For China Ponies. "B" Class. Weight for inches as per scale. 1 lb. penalty for every \$200 or part thereof won in Stakes since January 1, 1931. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150.

Alch Alch's Valorous 166 lb (Mr. Heard)	1
Moir & Carmichael's Piccadilly 155 lb (Mr. Stewart)	2
Tester & Shenton's The Tiger 155 lb (Mr. Frost)	3

Also ran: Marquis Hall 154 lb (Mr. Colman); New Year's Eve 150 lb (Mr. Reidy); Rooshan 155 lb (Mr. Charles); Sanction 158 lb (Mr. Ip (Kui-ying)); The Plover 153 lb (Mr. Soares); Winsome Stag 153 lb (Mr. Proulx).

Won by 2 lengths; a length.
Parimutuel: Winner \$9.35; Places, 1st \$6.30; 2nd \$20.70; 3rd \$8.50.

Valorous	1,878	1,763
Rooshan	664	663
The Tiger	612	649
Sanction	315	441
Winsome Stag	150	246
Piccadilly	105	152
Marquis Hall	100	295
New Year's Eve	72	169
The Plover	21	72

Valorous took this race, from the bunch, who were all together at the Rock. The pace and race was just up to Mr. "Johnny" (Continued in next column.)

PRESIDENT HAYES.

Prominent Passengers on Board.

The s.s. President Hayes, Captain O. A. Pierson commanding, arrived yesterday morning from San Francisco via Honolulu, Kobe and Shanghai, and docked at the Kowloon Docks. She brought 7 passengers for Hong Kong and 208 bags of mail, also a large consignment of cargo. During the voyage from San Francisco pleasant weather was experienced, and an enjoyable trip was had by all on board. The President Hayes sailed in the afternoon for Manila and world ports.

Among her passengers were: Mr. and Mrs. Joseph Barker and daughter, Mr. Barker is the retired port engineer of the Matson Navigation Co., San Francisco, making a pleasure trip round the world with his wife and family. Mr. Edward G. Redline, of the Eastern Theatrical Enterprises, Manila, returning home.

Mr. Juan Sumulong, and his secretary, Mr. Tomas Mercado, returning to Manila, where Mr. Sumulong is a member of the Philippine Senate. Mr. Erik Vieux, Vice-President of Eric Puseell & Co. of New York City, on a business trip to the Orient.

Mr. George H. Parsons, making the voyage around the world on the s.s. President Hayes as a navigation student. He devotes part of his time aboard studying the rules of the road.

Mr. M. C. Lindon, accompanied by his brother, Mr. R. G. Lindon, on a pleasure and business trip round the world and is connected with C. Van Praagh & Co., Stockbrokers, London.

Mr. Wardell Wardell, estate agent for Whittall & Co. at Singapore, S.S. Mr. S. Blom, engineer for the Swedish Match Co., returning to Penang from home leave with his wife and daughter.

Mr. E. H. Lavine, who for the last 20 years has been Police reporter for the New York American in New York City. Accompanied by his wife, he is making a pleasure trip round the world via the Dollar Line. He recently published a book called "The Third Degree" which has been extensively read in the United States.

Heard's idea, and he staged his favourite "run-in" to win quite easily. The time was not discernible from the Press box.

OFFICIALS.

The officials of this race meeting were as follows:—
Patron: H.E. Sir William Peel, K.C.M.G., K.B.E.

Stewards: Hon. Mr. C. Gordon Mackie (Chairman), Mr. R. M. Dyer, C.B.E., Mr. V. M. Grayburn, Sir Joseph Kemp, Kt., C.B.E., Hon. Mr. J. J. Paterson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.

In Charge of the Scales: Mr. R. M. Dyer, Hon. Mr. J. J. Paterson, Hon. Mr. W. E. L. Shenton.
Clerk of the Course: Mr. T. E. Pearce.

Judge: Mr. P. Tester.
Assistant Judge: Mr. P. M. Hodgson.

Starter: Mr. S. A. Sleep.
In Charge of the Paddock: Mr. F. Sutton.

In Charge of Pari-Mutuel: Hon. Mr. C. G. Mackie, Mr. V. M. Grayburn.

Handicapper: Mr. C. M. S. Alves.

Timekeeper: Mr. A. E. S. Alves.

Surgeon: Dr. J. C. Macgown.
Hon. Veterinary Surgeons: Maj. F. R. Roche Kelly, Mr. L. Reidy.

Official Measurer: Mr. H. C. Watson, M.R.C.V.S.
Secretary: Mr. C. Bernard Brown.

Treasurers: Messrs. Linstead & Davis.



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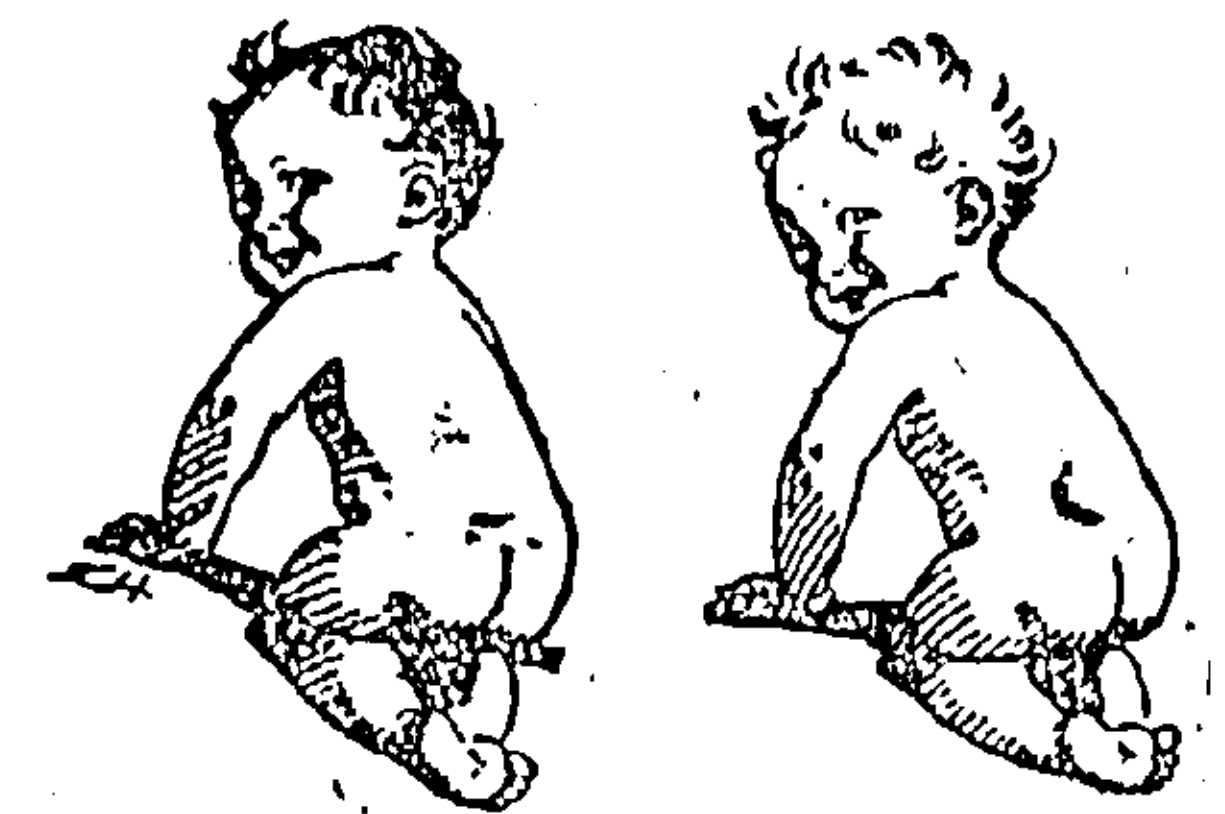
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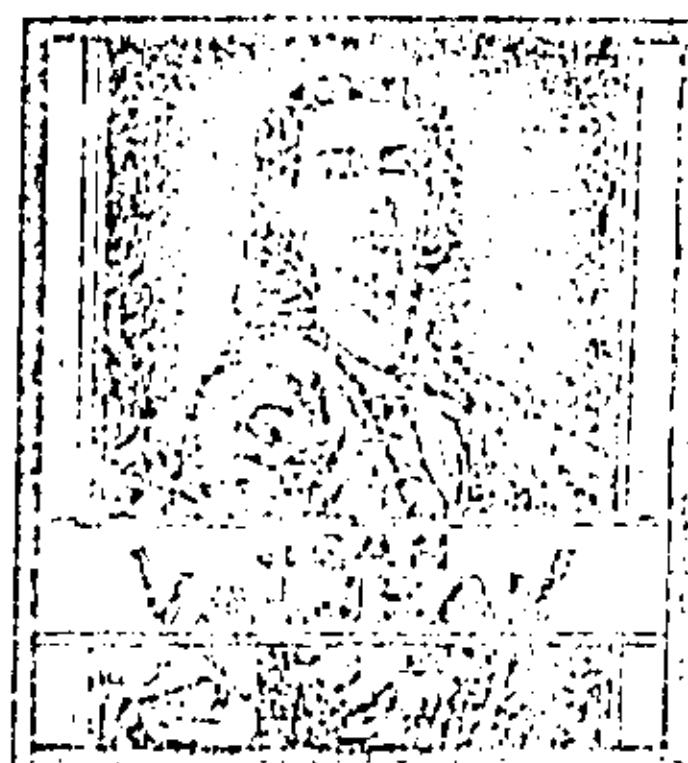
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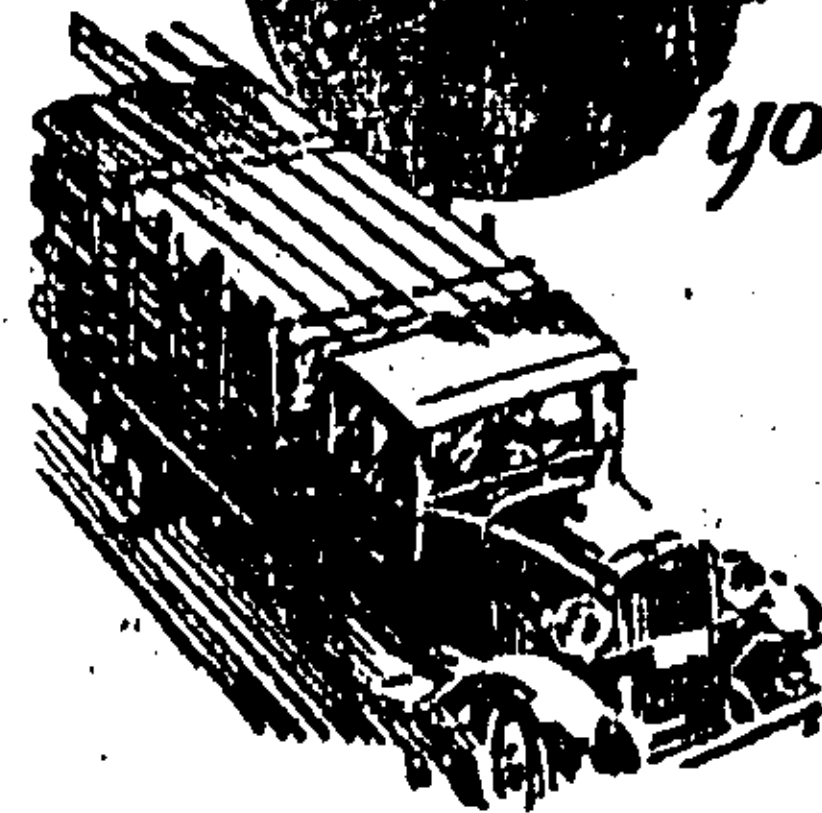
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Hongkong Sunday Herald.
MOTORING SECTION
HONG KONG, MAY 17, 1931.

"... light-hearted I take to the open road. Healthy, free, the world before me."

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ARE YOU DRIVING TO DESTRUCTION?

Things At Which The Inexpert Motorist Excels.

(By J. Harrison, A.M.I. Mech. E., A.M.I.A.E.)

Now that the motoring season has commenced in real earnest adequate opportunities are afforded to anyone who is determined to get the worst out of his car. Of course, he can run into a brick wall and smash it up completely, but this is scarcely artistic. The methods of the accomplished car-wrecker are more subtle.

When starting away first thing in the morning, while the engine is still cold, he presses the start button impatiently, discovering too late that he has left the car in gear and that the ignition is fully advanced. Thus the starter is strained and the starting teeth get the full force of an incipient back-fire when the engine does spring to life.

In this way he can—and frequently does—in less than six months cause the starter to jam, the teeth in the starter ring to break and the battery plates to buckle. This last-named process he assists by studiously ignoring the battery-maker's instructions to add distilled water until the level of the liquid is 1/4-inch above the plates.

Wrecking the Engine.
As soon as the engine commences to run he shows his neighbours a really impressive way to

destroy a motor. By holding the strangle partially closed he is able to force the unwilling engine to accelerate rapidly while still cold.

This is very effective, for the pistons and crankshaft bearings are brought under load before the oil has time to reach them, and metal rubbing against metal rasps like a file. A past president of the Institution of Automobile Engineers told me that you have only to wear five-thousandth parts of an inch off every bearing surface of a car to reduce it to scrap-iron.

Think! If a layer of metal as thick as a page of this news-paper is torn off your cylinders, pistons, crankshaft and gudgeon pins, you have nearly succeeded in wearing out the car, for this paper is over three-thousandths of an inch thick.

An engine, which is raced when cold, is working at the same speed as it does at 50 or 60 miles an hour.

Besides allowing the engine to come under load before the oil has time to circulate, excessive use of the strangle assists the car-wrecking process in a number of ways. It directs a spray of liquid petrol on to the cylinder walls which the pistons carry into the sump to dilute any oil that is there.

Just Feel the Grit.

The really conscientious automobile destroyer never, on any account, changes the engine oil, for that is a certain way to increase the power units' longevity. When the cylinders are cast a certain amount of foundry sand remains on them although the foundry make strenuous efforts to remove it by chemical cleaning.

To this sand, in the process of machining, is added a few microscopic metal chips, and later, as the car wears, further chips are rubbed off the bearings and fall into the oil. Tiny specks of carbon from the combustion chambers, fine road grit, water condensed from the atmosphere and the unevaporated, heavy constituents of the petrol, too, help to contaminate the lubricant.

If your friends do not believe that your oil is as dirty as I say it is empty the contents of the sump into a clean basin. After the liquid has been allowed to settle they can rub their hands along the bottom of the basin and feel the grit for themselves. If that does not convince them, pour the liquid through a sheet of blotting paper and then they can see the dirt adhering to the paper.

There are some men who allow a cold engine to tick over for a minute or more before engaging gear and who change the oil regularly every 1,500 miles. They are still running cars that they bought five years ago and they have not succeeded in wearing them out in 50,000 miles.

There are quite a number of ways in which tyres can be destroyed, and some of them damage the springs and chassis at the same time. The most certain of them is to over-inflate three tyres while leaving the remaining one soft. This allows one corner of the chassis frame to be much lower than the other three, and so it puts a decided cross strain on the whole of the car. It overloads at least two of the springs, and twists the body.

Although not quite such an effective means of chassis wrecking, running with all tyres nearly flat helps to keep up the dividends of the tyre companies. The repeated flexing of the walls as the tyres bulge, when they come into contact with the road, sets

SAFETY GLASS.

The Importance of the Black Edge.

Many motorists have wondered why it is that the upper edges of the Triplex glass windows of their cars are black; some, indeed, have thought that this is done so that they shall not be able to see how the glass is made!

Actually, of course, the blackness is the "seal" of the glass and it exists all round the window panes and windscreen, although as a rule it can be seen only on the tops of the windows.

As is generally known, safety glass is composed of two sheets of glass with celluloid sandwiched between them. One of the last manufacturing processes consists of removing the celluloid at the edges to a depth of about 1/8 in. and filling the crevice revealed with a special type of pitch. This gives the black finish mentioned.

Sealing the edges is most important for long life of the glass. Some manufacturers who guarantee their glass for a year only claim that sealing is unnecessary, and the Triplex people themselves have made unsealed glass which is quite satisfactory for twelve months or so.

But since they guarantee their product for two years—and make it to last for ever and a day—they seal the edges; hence the burnished, black finish.

Friction between the cords of the casing, and, if the car is driven really fast and fully loaded, the tyres can be burst in less than 2,000 miles.

Thrills When Brakeless.

The car wrecker who takes a pride in his work will try fast cornering when his tyres are partially deflated, for if he is really swift and the tyres are sufficiently soft it is possible to wrench them right off their rims.

There is a man I know who wins cups and medals in races and reliability trials. Only recently, before the London-Land's End trial, I helped him jack up the four wheels of his car and adjust the brakes. He held the brake pedal down one inch by jamming a stick between it and the driving seat, and then he adjusted the brakes until all four went on together.

To reassure himself he depressed the pedal a further half-inch and then tested the power of each brake independently by pulling on the tyres in turn.

He was not satisfied until he had tested the car on the road, braking hard and noting the length of each skid mark. He applied the brakes when the car was doing over "fifty," and it pulled up without a waver although the steering wheel was not held.

There is no fun in motoring on a car like that. It is far more exciting to neglect the brakes entirely, but if your family object to riding in a brakeless car give the adjusters a few turns. Try giving one five or six turns and other half a turn; slack one off and ignore the other.

Most Potent Method.
In this manner you will throw all the work on to one brake, and in a very short time you will score the drum to destruction and tear the lining to pieces.

You can then begin operations on another brake, but one at a time is the way to do the job, for if all the four brakes are properly adjusted they will wear for years.

If there is any advice to those who wish to get the worst out of their cars that I have omitted I must plead limitations of space, and I suggest that, next to doing things wrong, wilful neglect is the most potent weapon at your disposal.—Daily Express.

POPE'S LUXURY CAR

Built of Amaranth Wood and Gold.

GIFT OF CITROEN CO.

What is called the most beautiful motor car in the world has been presented to His Holiness, Pope Pius XI by the management and employees of the Italian Citroen Company.

The design of the automobile presented many interesting and some difficult problems to the Citroen engineers as it was necessary to reconcile to the centuries old traditions of the church the unavoidable contrasting exigencies of the motor age.

Inside and out the car is amaranth and gold, these being pontifical colours. The pontifical coat of arms and Pope Pius's personal arms, in gold and enamel are the only strictly decorative features of the exterior. The keys of St. Peter and Tira are combined in the door handles. Two hollow cylindrical cases above the headlights carry the pontifical colours and arms which are flown when the Supreme Pontiff goes out of the Vatican.

It is the interior of the car that the solicitude, research study of detail and feeling of art and sense of proportion of the Citroen engineers have made it possible to obtain in such limited space the imposing magnificence that was deemed appropriate for the Pope's automobile.

Venetian Style.

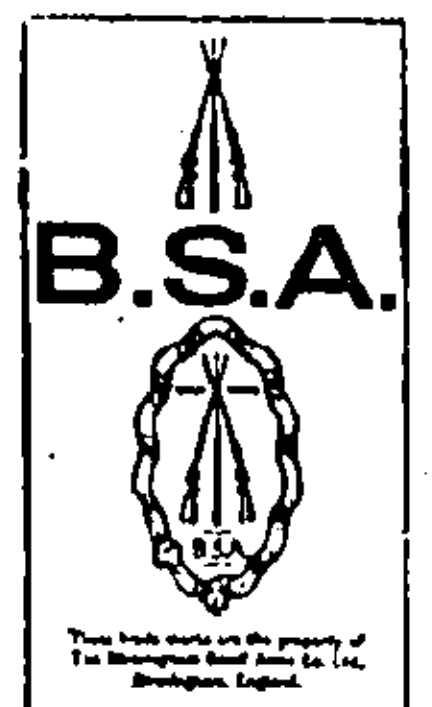
The style followed is Venetian of the seventh century. All of the wooden parts of the car are of amaranth wood, skillfully carved and the incised parts gilded. A small projecting case, opposite the Pope's seat contains the ritual breviaries. On the lid of the case is an image of St. Christopher, patron saint of automobilists. This case is a mosaic of coloured woods. The inside of the car is upholstered in amaranth coloured damask, adorned with rich arabesque flowered patterns. The Dove, typifying the Holy Spirit, is silver embroidered on the ceiling with gold irradiations.

The arrangement within the vehicle can readily be transformed to conform with the ceremonials in which the Pope may use it. For instance, the Pope's chair can be changed to accommodate two persons, in the event that his guest is a sovereign or it may be used as a large single chair with arm supports, also made of carved amaranth wood but velvet covered as tradition requires. Seats are provided for two additional passengers, and these are arranged so that they may be turned in either direction. In the event of a journey it is permitted that Eminent Prelates who accompany the Pope may turn their backs to him although this would not be done in the case of coronations.

Illumination within the car is furnished by two lamps simulating two large wax candles in gilded niches at the side of the pontifical chair. Heat and ventilation are provided by electrical devices. Push buttons at the side of the chair enable the Pope to convey to the driver directions which appear in luminous letters on the dashboard.

As the Vatican State is a valued purchaser of Gargoyle Mobil Oil and Vacuum Oil Company products there is no doubt that the car, properly lubricated, will perform for His Holiness in the manner intended by the donors.

[Photographs of the car appear in Our Art Supplement.]



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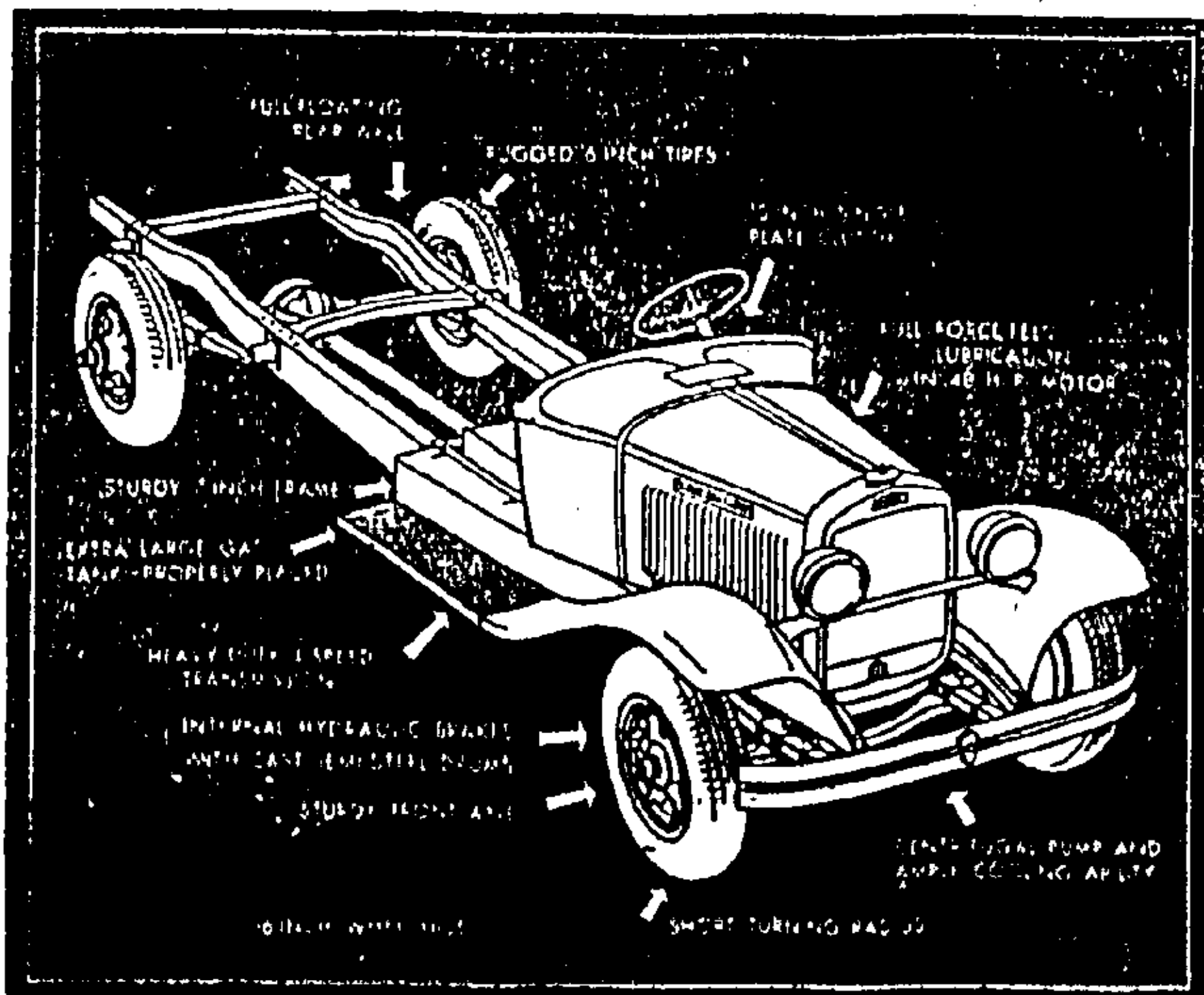
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LUXURY VEHICLES

To Be Used by Indian Maharajah.

It is a matter for gratification that these two vehicles—embodying as they do all the skill and resources of present-day automobile engineering and coachbuilding practices, have been made throughout by British labour. They are both mounted on swift, powerful chassis of the "Regal" type, manufactured by the A.E.C.—the well-known builders of London's buses—and the bodies are the work of Messrs. Duple Bodies and Motors, Ltd., Edgware Road, the Hyde, Hendon.

It is doubtful if any two vehicles of such power and speed, and of such ornateness and luxury have ever before been sent out to the East.

They are to be used by the Maharajah of Patiala for "cheek" (hunting) expeditions, one being designed as a travelling coach seating 27 persons, and the other as a dining saloon with accommodation for 16 at one sitting.

Outwardly the vehicles are the same—both finished in two shades of maroon, both having entrances and exits in the same places, and both bearing a searchlight on the roof. This searchlight is of 225,000 candle power, throws a beam 1,000 yards long, and can be manipulated through a complete circle by a handle in the interior. Adding to chromium plated bumper bars and the effectiveness of the exterior are the word "Patiala" affixed to the radiator.

In each case a Walman alding roof is fitted, and Triplex "purdah" blue tinted safety glass used for the windows. This glass has the remarkable property of allowing a perfectly clear vision to the occupants of the vehicle but at the same time shields them from the gaze of passers-by. From the exterior it appears quite opaque.

For the interiors, teak, polished and bees-waxed by hand, has been used in both cases. This matches in the travelling coach with blue moquette covered seats, and in the dining car, with a decorative scheme of blue and brown. Many of the interior fittings and appointments are common to both vehicles.

There is in each, for instance, a rack for seven sporting guns, fitted to the front bulkhead which also bears on the left hand side a blue flameless light, a 6½ in. diameter luminous clock, a mirror in the centre, and on the right hand side a luminous speedometer of the same diameter, and another blue flameless light. Projecting through the roof immediately above are the handles for working both the searchlight and the movable roof, and below the mirror, the searchlight switch. A little further down the centre panel is the handle controlling the heating which is by means of Thermorad exhaust heaters, and flash aluminium radiator plates in the floor. Both floors are laid with blue coloured Paraflex rubber laid on Sorbo rubber which eliminates what very little vibration is apparent when running.

The luxuriousness of the interior is enhanced in each case by the chromium plated parcel racks, window fittings, handles, table locks, switches, cigar receptacles and light fittings, and an unusual charm given to its aspect by the eileen damask curtains that are suspended on each side of the windows. These are surmounted by pelmets of the same material. To the supports between each window are affixed switches for both the white lights overhead, and the blue flameless lights at each corner of the vehicle, a buzzer for signalling to the driver or calling "bearer," and an electric cigar lighter.

The travelling coach, which contains specially sprung seats covered in blue flowered moquette trimmed with leather, has two cabinets erected over the wheel arches, one for carrying cigarettes, cigars and glasses, and the other for holding bottles of wine. The top drawer of this is lined with zinc for carrying ice. At the rear of these is a three divided table which can be quickly erected across the full width of the vehicle.

The dining saloon, carried out in a decorative scheme of brown, is provided with five folding tables fitted with spring rimmed silver bottle containers. These tables oc-

1931 PROMISE.

Showing What Britain Can Do.

The present year has opened in a promising manner for the British motor industry, for it has seen a series of successes which have strengthened the already optimistic hopes of the future entertained by all connected with the industry.

With the world land speed record apparently firmly in the keeping of Great Britain, and the wonderful successes achieved by British cars and drivers in the Monte Carlo Rally, there has been added to these the records achieved on the Montlhery track where light British cars obtained world's records in Class F, covering 4,000 kilos at 55.8 m.p.h., and averaging a speed of 55.92 m.p.h. for 48 hours' continuous running in spite of gale conditions, ice and snow; a 24 hours' run on the same track by an 8 h.p. British car when 1,216 miles were covered at an average of 50.7 m.p.h.; and, also at Montlhery, the breaking of four world records by a British light car, at speeds varying from 101.8 to 103.1 m.p.h., these performances being in addition to that of Capt. Sir Malcolm Campbell with a light car, at Daytona when he reached a speed of 94.031 m.p.h.

It is accordingly with this encouraging backing that the British motor industry commences its determined effort to extend its market in the Argentine, believing that the range of vehicles designed and built in Great Britain will be found to meet every transport requirement of South America. When the British Empire Trade Exhibition was opened by H.R.H. the Prince of Wales on March 14 the exhibit of the British motor industry was found to illustrate how thoroughly British manufacturers are alive to the potentialities of this particular market. The motor industry exhibits were housed in a special pavilion, certain exhibits being also on view in an adjoining pavilion and in the general engineering pavilions, a total area of approximately 20,000 sq. ft. being occupied. As a centre of attraction, the "Golden Arrow" was on view, while the "Blue Bird" car was also displayed during the latter part of the Exhibition.

The difficulties attendant on the period of exceptional trade depression are not yet overcome, but the British motor industry is facing the future in a spirit of optimism, with the knowledge that the new year has opened in a manner that promises well for its expansion and prosperity, with the gratifying assurance that, almost alone among the important exporting industries of the world it has maintained its position and determined to pursue with redoubled intensity its efforts to secure for its products a position of pre-eminence in the motor markets of the world.

SINGERS IN DENMARK.

Singer sales are steadily growing throughout Denmark. Additional showrooms were recently opened in Copenhagen, the ceremony being performed by the British Minister, Sir Thomas Hobler, and his wife, supported by a distinguished company including the Danish press.

copy the front part of the vehicle, and immediately behind is a curtained toilet recess fitted with a washbowl of Egyptian silver, mirrors and convenient drawers. The water supply is obtained from an 18-gallon tank in the roof immediately above. Beyond this comes a full width partition separating the kitchenette from the dining part of the coach. This is fitted with cabinets for the reception of all crockery and cutlery, and for the storing of foodstuffs. It also contains a zinc-lined sink, a chromium-plated tap fed from a 32-gallon water tank in the roof, and a large primus stove. An electrical indicator indicates at which of the four tables the "bearer" is wanted.

The appointments of the dining saloon include 24 sets of solid silver cutlery, teapot, coffee-pot, sugar basin, cream jug, etc., engraved with the Maharajah's crest and a large number of china pieces also bearing the crest.

A silver cocktail shaker is included in the fittings of the travelling coach.

TROLLEY BUSES.

Odyssey in South Africa.

Realising many months ago that there was an extensive market for a newer form of city transport in the Union of South Africa (as there is indeed throughout the whole of the civilised world), Guy Motors, Ltd., shipped a 66-seater double-deck electric trolley bus to Cape Town, this vehicle being the largest which has ever been put into service on the African continent. Wherever the bus put in an appearance it naturally created intense interest. For several days it was demonstrated on the roadway at present served by rail-borne trams up the lower slopes to the famous Table Mountain, having its terminus in the shade of the Table Mountain and in Cape Town itself.

On completion of an extensive demonstration in Cape Town the bus was towed by a Guy seven-ton six-wheeler to Durban, where it was put into service for several days, demonstrations being given to Ratepayers' Associations and the public generally, the Press interest, of course, being immense. Johannesburg was the ultimate destination of the bus, but owing to the inability of the Railway Companies to transport it, it was towed a distance of 413 miles, which is, in fact, a stupendous towing task without parallel in the history of African transport. This task occupied 70 hours actual running time, which, in itself, is a record, seeing that throughout the journey most unusual obstacles had to be overcome.

On the first day out it was necessary to chop 20 tons of timber to allow the bus to pass, and difficulty was experienced with overhead telephone wires owing to the height of the bus, though this was overcome without interfering with the lines of communication. Maritzburg Town Hill and Laing's Nek were the two steepest gradients to be negotiated, but the seven-ton lorry towed the Guy double-decker up 1 in 8 slopes without difficulty. A particularly bad road between Maritzburg and Newcastle caused some concern, as the low loading bus had to be towed over the shufts. Remarkable handling of the machine was necessitated by the lorry driver when crossing a bridge on the outskirts of Johannesburg, as there was only 3 in. clearance on either side, and concern was again caused when the bus arrived at the Merivale Subway Bridge, which allowed only 2½ in. clearance from the roof of the bus.

The most difficult feat was in negotiating the Standerton drift which had to be used as the top siders of the bridge were much too low to admit the passage of the Guy trolley bus. This was the first time in eight years that the drift had been resorted to, and the whole of the population of Standerton of about 3,000 Europeans and 3,000 Natives turned out to see this marvellous feat accomplished.

The Guy trolley bus is the largest machine of its type in the world. It will traverse any type of main road where passenger transport is necessary, carrying its full load of 66 passengers on a consumption of less than two units of electricity per car mile.

It may be of interest to add that the Guy trolley bus arrived at Johannesburg without the paintwork being scratched, and was accorded a most enthusiastic reception.

Again, in Johannesburg the trolley bus evinced considerable interest, and His Excellency the Governor-General, the Earl of Athlone, after completing a careful examination of the complete vehicle, and a ride over a two mile stretch of tramway route, congratulated the Company on its initiative in sending this bus the several thousand miles from England to South Africa. This, he said, would have the effect of stimulating interest in British products, and would, no doubt, go a long way to improving trade between the two countries.

MORE HONOURS.

High Speed Endurance Test.

A motoring test of exceptional severity has recently been completed at the Montlhery track, near Paris, when an 8 h.p. Singer Junior set out on a 24 hours' run at full speed, the drivers, Messrs. G. E. T. Eyston, E. A. D. Eldridge and P. Brewster, taking the wheel alternately.

The test was run under the auspices of the A.C.F., whose officials sealed the bonnet before the start. Weather conditions were generally bad, but at midnight a hurricane arose and torrential rain fell, so that it was necessary for the wind-screen wiper with which the Triplex screen was fitted, to be kept in action continuously.

Since the bonnet was sealed it was, of course, impossible for any adjustments to be made, but none was necessary, for the car ran faultlessly throughout. Stops were made approximately every 200 miles for petrol replenishments and a change of drivers, and in less than 20 hours 1,000 miles had been covered. The speed increased slightly towards the end of this gruelling run, and the full 24 hours showed a distance of 1,216 miles at an average of 50.7 m.p.h.

Far from being a racing or sports model, the little car was a four-door saloon with full equipment; during the hours of darkness, when the weather was at its worst, the track was unlighted except by the car's headlights.

COMING ???

JUST IMAGINE



Numbered among the hundreds of thousands of users of Firestone Gum-Dipped Tyres, are veteran race drivers, leading operators of lorries, motor-buses and taxicabs—men who see tyres perform under difficult conditions. Everywhere, the evidence of Firestone superiority is piling up. You can trust the judgment of those who know the facts about tyre quality. Come in and let us explain why Firestone Tyres are better, and why we are equipped to save you money on tyres.

MOST MILES PER DOLLAR

Firestone

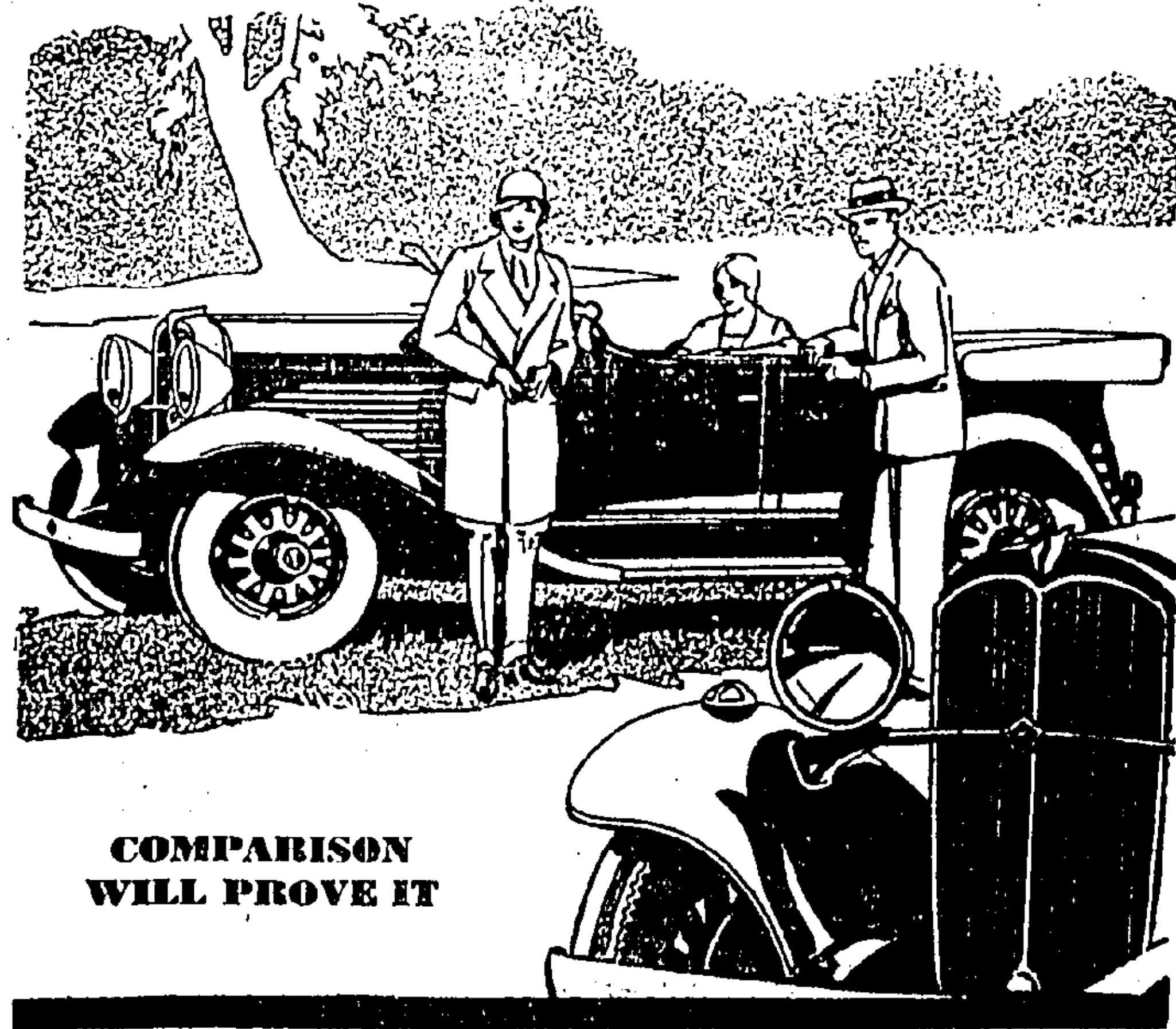
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LOWER PRICES**



COMPARISON
WILL PROVE IT

Safety glass available on all car models in every window

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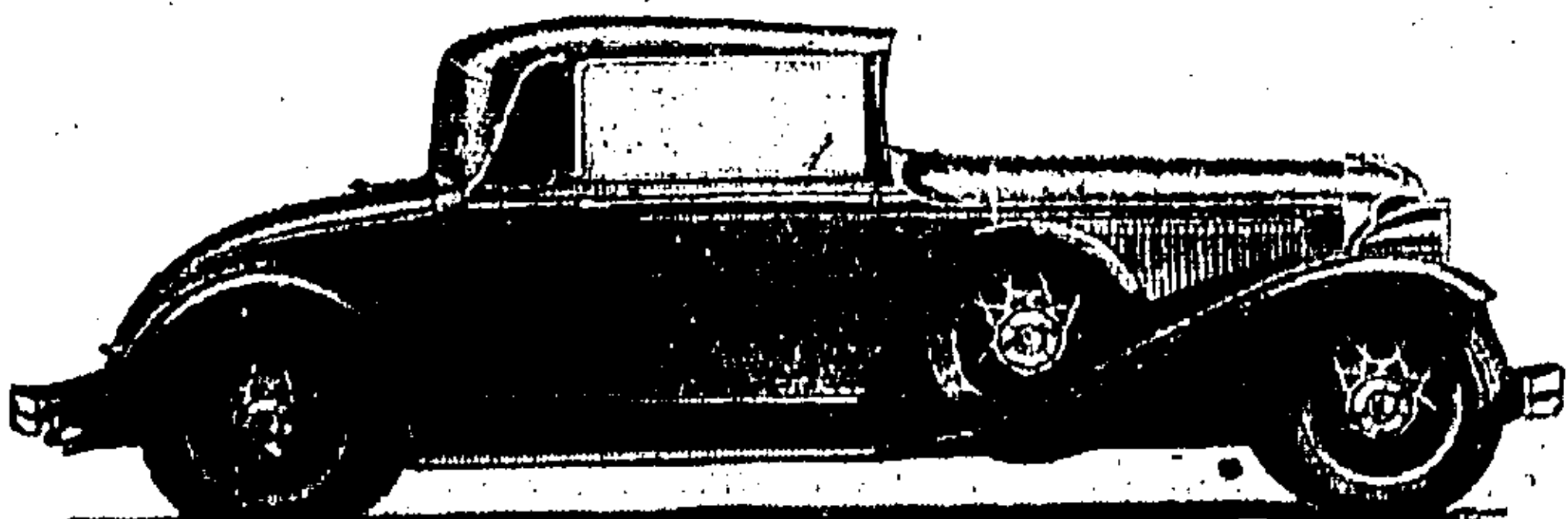
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Entirely New Chrysler Six Convertible Coupe.

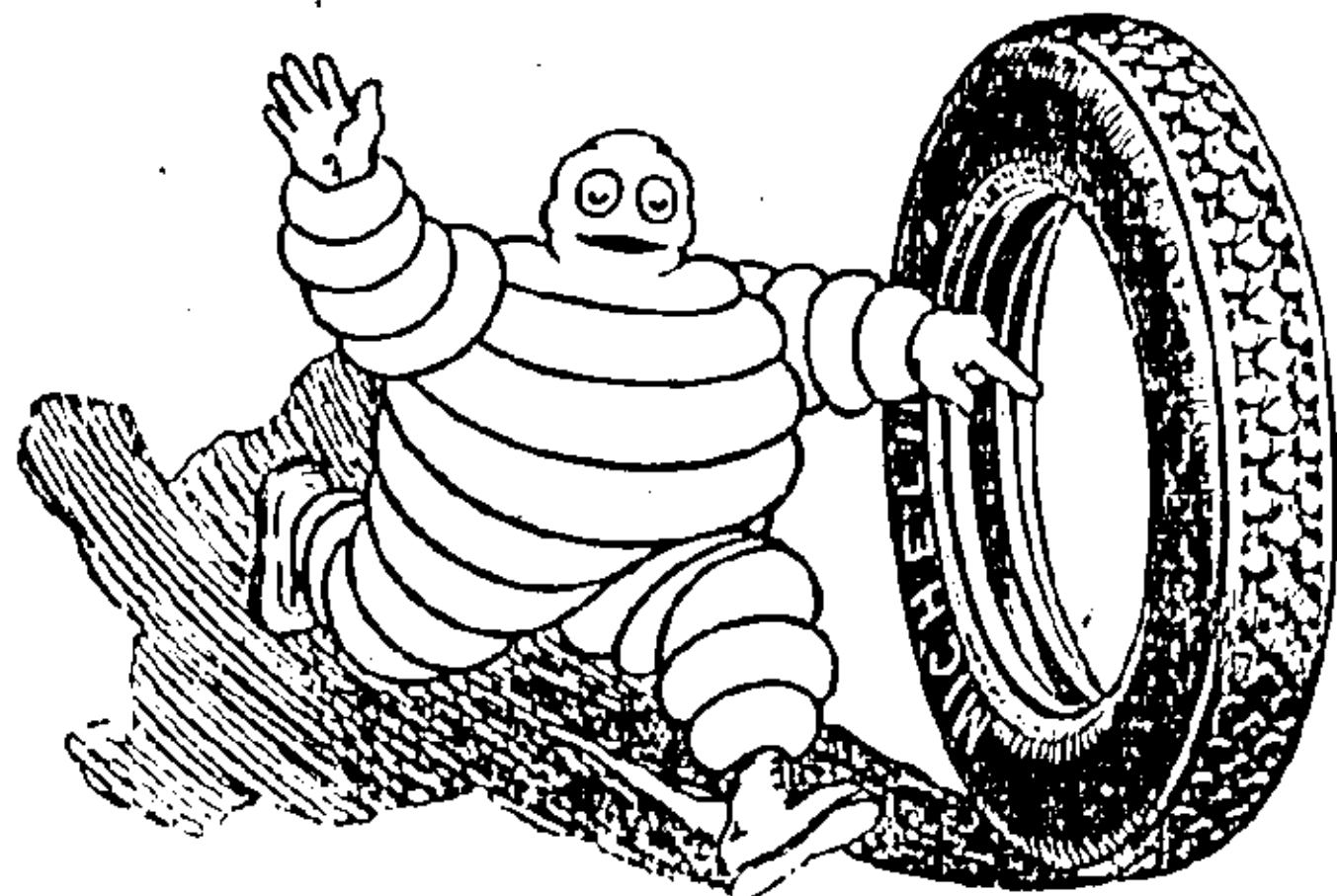


Beautiful, long, low and graceful Chrysler Six Convertible Coupe on new double-drop frame. Standing V-type motor, more powerful engine, 110" wheelbase, low centre of gravity, minimum overall height without sacrifice of road clearance or head room.

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MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goetze & Co., China Building. Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

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MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road, Tel. 29496.

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

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S.P.A.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goetze & Co., China Building. Tel. 22221.

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MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. Co. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

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ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

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PEDESTRIANS' FATE

7,300 People Killed and
177,800 Injured.

London, April 14.
Home Office figures issued to-day reveal that during 1930 590 people were injured every day on the roads of Great Britain—20 of them fatally.

In England, Scotland and Wales 7,305 people were killed during the year, 609 more than in 1929, and 1,167 more than in 1928.

And 177,895 were injured, as compared with 170,917 in 1929 and 164,838 in 1928.

The people killed included 3,722 pedestrians. And of the injured 71,155 were pedestrians, too.

Private cars were the cause of 55,453 people being injured, 28,440 of them pedestrians, and only 11,784 of them drivers of, or passengers in, the car that was to blame.

Private cars were responsible for 1,882 deaths, 1,244 of them among pedestrians.

But motor-cycles of all classes, solo, sidecar, and with pillion passengers, were responsible for 2,054 fatal accidents, of which 1,464 were to their own riders and passengers, and only 433 to pedestrians.

Motor buses and coaches killed 228 people, 701 pedestrians, 90 cyclists, and 66 of their own drivers and passengers.

Motor vans and lorries killed 1,492 people, including 1,010 pedestrians, 184 cyclists, and 163 of their own drivers.

The private motorists can almost be excused from having contributed to the 609 more deaths caused on the roads last year. Only 7 more were killed by them in 1930 than in 1929.

But motor-buses and coaches killed 145 more, and vans and lorries 151 more.

Roughly 90 per cent. of the fatal accidents were caused by mechanically-propelled vehicles—motor vehicles, electric trams, and trolley buses; 80 per cent. of the non-fatal accidents were caused by them.

London, combining the City and the Metropolitan Police districts, had 58,708 people killed or injured in its streets during 1930. Of 1,415 killed, 17 were killed in the City.

Of the 185,200 killed or injured in Great Britain, 162,416 met with an accident in England, 16,698 in Scotland, and only 6,086 in Wales.

Thus in London more than twice as many were killed or injured than in the whole of Scotland and Wales combined.

AUSTRALIAN PRAISE.

"A few years ago," writes a prominent Australian motoring correspondent, "it was the exception to find a motor car manufacturer in Britain building models definitely intended for the Australian trade."

"Now, however, it is difficult, among the larger companies at least, to find one which has not included in its range models built to meet the definite Australian demand for high-gear performance, speed, good looks and comfort, combined with reasonable fuel consumption."

Speaking of the Singer "Light Six," he says: "Hill-climbing performances were excellent, all the hills ascended round the city (Melbourne) being climbed at good speed in top gear." A strenuous test run of 150 miles, during which the car covered 90 miles in two hours, demonstrated "how splendidly the company's engineers are catering for the Australian demand."

British manufacturers are at long last dispelling the belief that British cars are not suited to "colonial" conditions.

PRINCE'S BUS RIDE.

The day before the Prince of Wales set out on his long air-flight from Lima (Peru) to Arequipa, high up in the Andes, he was taken, according to the Press, for a drive in a single-deck bus. Just what he expected his sensations to be in riding in a public passenger vehicle are not recorded; but his journey was evidently something of a revelation for when he alighted he said: "I didn't believe travel in a motor bus could be so comfortable."

The bus was British, built and shipped to Peru by the Associated Equipment Co., Ltd., of Southall, England. It was a standard "Regal" model recently placed in service by Metropolitan Bus Company of Lima.

The A.E.C. are naturally glad that what appears to be H.R.H.'s first introduction to modern bus travel should have been through the medium of one of its standard products working over 5,000 miles from Britain.

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

The BUICK 8

The Eights with Buick's Prestige

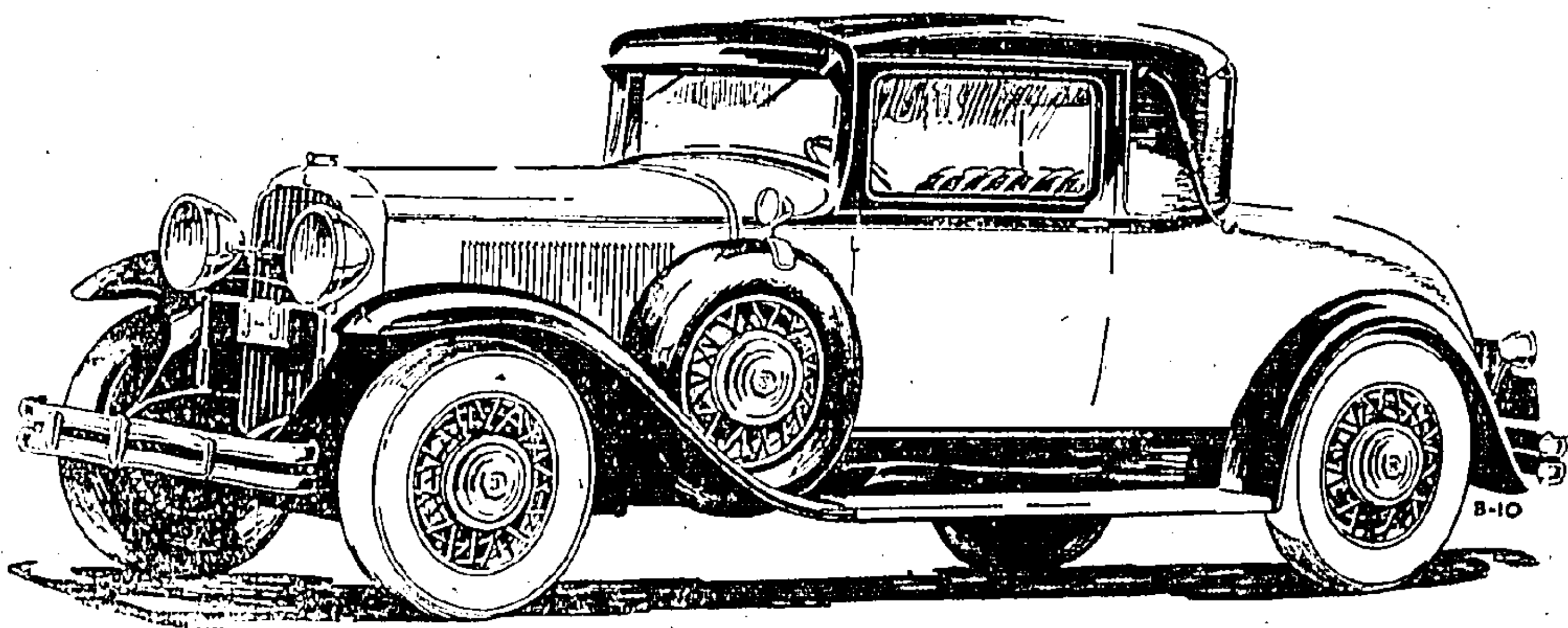
No matter which model or series you choose — you can expect the quality that has made Buick the outstanding value in its price class for over 25 years. This adherence to Buick quality from the beginning has developed confidence in the public mind—confidence that causes thousands of Buick owners to buy Buick again and again.

114" Wheelbase Buick Models . . . H.K.\$6,955 to H.K.\$ 7,525
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STRAWS IN THE WIND.

United States Automobile
Improvement.

Direct evidence of a change for the better within the rubber manufacturing industry is seen in the latest report of the Conference of Statisticians in Industry prepared under the auspices of the National Industry Conference Board. Although the figures presented go only up to the first of February, the comparison with December figures substantially warrants the assumption that an upward industrial trend is beginning.

Automobile production increased by 14 per cent. during January over December's level. The seasonal increase for the month is normally but 10 per cent. The increase in January follows the pre-seasonal up-turn in output experienced in December, which likewise showed a monthly gain of 14 per cent. New passenger car registrations during December gained 3.2 per cent. over November.

Crude rubber consumed in January showed a 33 per cent. gain over consumption in December, or a total of 28,557 tons. Reports indicate that this tonnage has been maintained if not slightly exceeded during February. Tires on hand on December 31, amounting to 9,003,438, represented a 6.2 per cent. decline from the November inventory figure and was 24 per cent. below the number held at the end of 1929.

Judging from the favourable movements already observed, the industrial storm so long endured seems to be finally clearing—Rubber Age.

"GUY" BUSES.

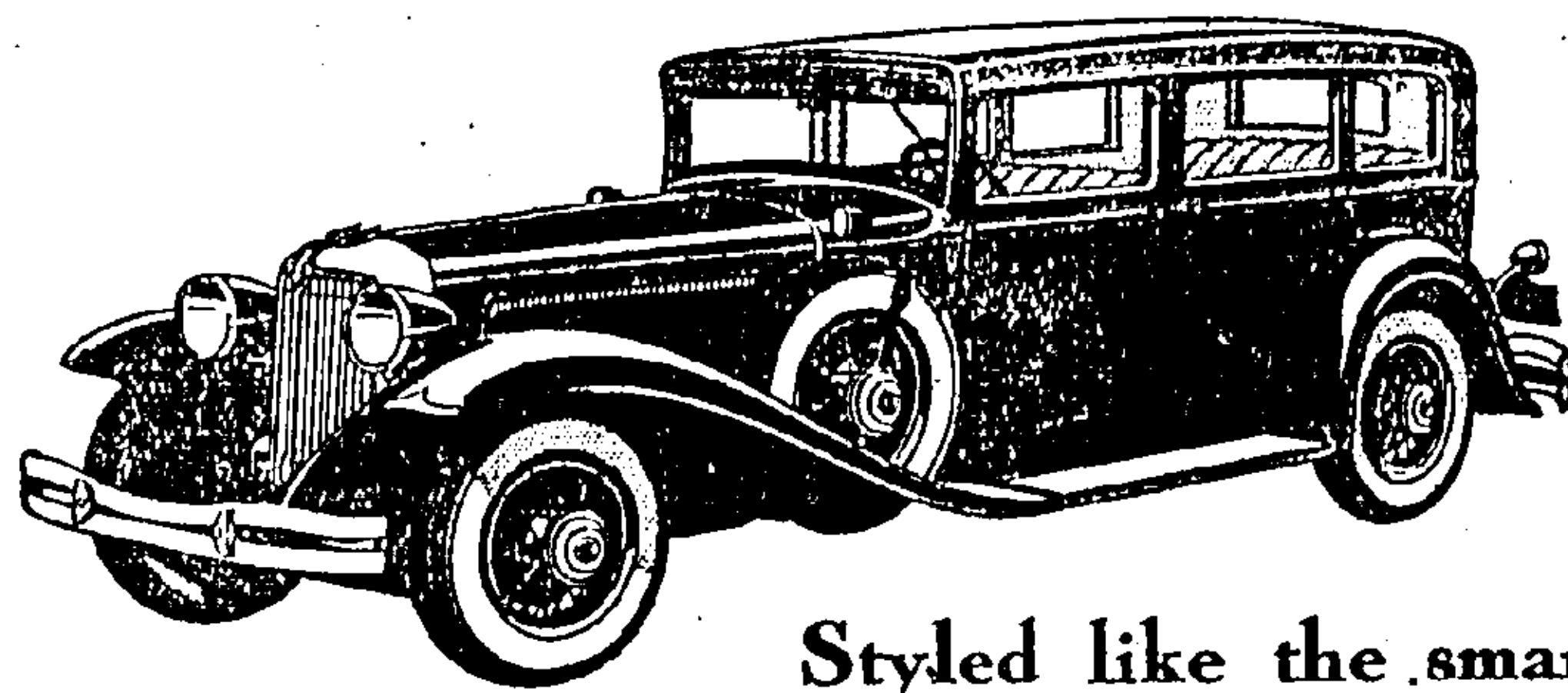
Following upon an order for five Guy "Invincible" and "Conquest" double and single deck bus chassis for the Johannesburg Municipality, there has recently been put into service a 48-seater double-deck "Invincible" bus with The Rose Bus Service, operating between Johannesburg and Benoni. The Benoni service was inaugurated on Monday, December 8, when the Tramways Manager, Mr. L. M. Barry, Mr. Ralston, Superintendent of the Municipal Bus Garage, Mr. Gibbons, Manager of the Germiston Municipal Buses, and the Mayor and Town Engineer of Benoni turned out in force to see this vehicle in operation.

This is the first double-deck motor omnibus to be put into service in the Transvaal.

ARRIVING SHORTLY SEE THIS CAR BEFORE YOU BUY



AN ENTIRELY NEW CHRYSLER SIX



Styled like the smart
Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame, permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

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Hongkong Sunday Herald.

號七十月五年一十三百九千一英 HONG KONG, SUNDAY, MAY 17, 1931. 日一初月四年未辛次歲

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TROUBLES OF EX-KING ALFONSO

Legacy of Defeat And Discontent.

LAST OF THE BOURBONS.

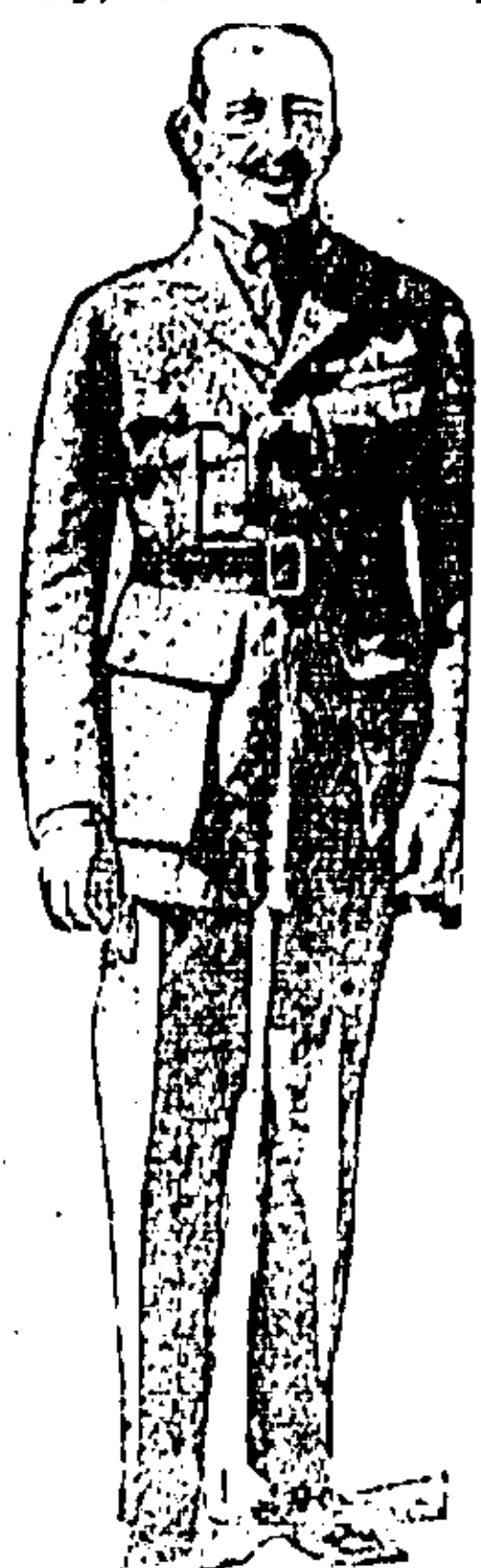
Failure at the Political Game.

To-day will not be a very happy birthday for Alfonso, who must now be considered ex-King of Spain. Alfonso was born on May 17, 1886, at Madrid.

In default of male heirs his sister, Maria de las Mercedes, had temporarily occupied the throne of Spain after her father's death on November 26, 1885, says a writer in a Home paper.

Alfonso XIII. was at once proclaimed King at birth; the Queen Mother Maria Cristina acting as Regent.

During his brief life the late King Alfonso XIII. had outlived his popularity, and his dissipation,



Ex-King Alfonso.

encouraged by the Duke of Sesto and others of his entourage, had brought the monarchy into grave disrepute. The political situation in 1886 was discouraging. The Queen Mother was a foreigner of cold temperament and haughty manners, which alienated sympathy.

A military rising under General Villacampa at Madrid indicated that the era of pronunciamientos was not definitely closed; the Carlists, in the north were sullenly from the clergy; agrarian troubles biding their time, awaiting a sign were rife in Andalusia, where an active Republican propaganda was openly carried on; secret societies were numerous and formidable in provinces as far apart as Galicia and Valencia; the doctrines of separatism and anarchy were making rapid progress in Catalonia; and the colony of Cuba had lapsed into a state of chronic rebellion.

A Frail Little King.

The little King was a frail child of epileptic tendencies, and was not expected to live long. Fortunately for the dynasty the Queen Mother placed herself in the hands of Canovas del Castillo, the supple trimmer who had organised the Restoration long before Martinez Campos and his troops "pronounced" at Sagunto. Canovas perceived the necessity of providing the country with a constitutional Opposition, and supplied this desideratum by the simple device of resigning from time to time, and thus allowing his political adversaries a share of office if not of power.

Murder and Its Result.

Canovas was murdered by an Italian Anarchist at Santa Agueda, on August 8, 1897. All over the Peninsula there ensued a reign of terror: the gaols were filled with Anarchists and men suspected of democratic sympathies who were arrested on suspicion and detained without being brought to trial. The prisoners at Monjuich were treated with extreme inhumanity, and in some cases were barbarously tortured by their gaolers.

These cruelties, which evoked great indignation in Spain, must be mentioned, for they account for the savage reprisals which took the form of attempts on the life of Alfonso XIII. later. It is true that he was far too young to have any personal responsibility for the atrocities of Monjuich, but the

Anarchists marked him out for vengeance.

Meanwhile matters in Cuba came to a crisis when President McKinley announced his intention of intervening; the destruction of the Maine on February 15, 1898, made war inevitable, and after the engagements at Manila and Santiago de Cuba the colonial empire of Spain became a thing of the past.

Coming Of Age.

Alfonso came of age at sixteen, and took the oath to observe the Constitution on his birthday in 1902. When he came of age he found the Liberals under the leadership of Sagasta, a valuable champion of the Bourbon dynasty in the early period of the Restoration. But Sagasta was now broken in health and prestige, and so it seemed, not worthy of cancellation.

Marriage.

Speaking of Alfonso's marriage to Princess Ena of Battenberg, the writer continues: "When it was first rumoured in Madrid that he was likely to marry her the report was received with indignant incredulity by the Conservatives. The reactionary press asked derisively if it were likely that the King of all Spain should so far derogate from his traditional dignity as to marry a princess who was not a Catholic. . . . But the rumour proved true.

The King was an assiduous suitor, and to the annoyance of his Ministers and the detectives responsible for his personal safety, was constantly crossing the frontier to Biarritz. Despite the opposition of his mother and the old-fashioned Conservatives his engagement to the Princess Ena was formally announced in the Spring of 1906. The Princess was duly received into the Roman Catholic Church, and the marriage was celebrated at Madrid on May 31, 1906.

It would be incorrect to say that there was any great enthusiasm for the match. Yet there was an under-current of kindly feeling for the impetuous youth who had married the girl of his choice against all opposition. A dastardly attempt made on the lives of the young couple as they drove from the church to the Palace awakened universal sympathy. For the first time in his life Alfonso found him-



Ex-Queen of Spain.

self genuinely popular. He took a boyish pleasure in his successes, tried to fulfil the role of a Liberal king, and constantly harassed the police by giving them the slip, strolling about the streets of Madrid, or dashing off on unexpected expeditions in his motorcar. Meanwhile his life was known to be in constant danger, and the precautions taken were extremely noticeable. The two streets leading from the Palace to the city were constantly lined with soldiers; it was never known by which street the King would drive; his carriage dashed suddenly out of the gates, surrounded by a numerous mounted escort, and behind stood two men in black livery and powdered wig who were unmistakably picked sergeants of the Civil Guards in disguise. And the carriage dashed through the streets almost at a gallop.

Similar precautions were taken when Alfonso XIII. travelled from

PARIS AS A FREE MARKET.

Listing of Foreign Securities.

Senator Abel Gardey, the Rapporteur-General for the French Budget in the Senate, has become an ardent apostle of the free introduction of foreign securities to the Paris market. He points out that the strength of Paris as a great international market formerly lay in the immense holdings by the French capitalist public of first-class foreign securities which amounted to no less than £320,000,000, or about 40 per cent. of the total value of French investments in joint stock securities.

Nearly the whole of these foreign securities were sold during the War in order to facilitate exchange operations for the French Government, says the Financial Times. Thanks to this substantial holding by its investing public, France was enabled to mobilise enormous credits in foreign and neutral countries.

This vast holding has never been reconstituted, and now that the French investing public is really in a position to reinvest in foreign securities, every possible hindrance has been placed in the way of their doing.

Government As Arbitrer.

Not the least of these hindrances is the War-time law of May 31, 1916, which placed under the leading-strings of the Government the control of all foreign securities, and stipulated that no new foreign security could be introduced into France except by Government permission, and only after a long and tiresome investigation by a committee of officials.

The Government, in Senator Abel Gardey's opinion, is totally unfit to be a judge of what securities shall and shall not be admitted to quotation on the Paris market. Not only so, but French fiscal legislation, by its exigencies in connection with foreign securities, places the French market in an altogether inferior position when compared with great international markets.

Such French fiscal rules and regulations, insists Senator Gardey, have an altogether disastrous effect on the foreign business of the Paris market, and not all the official efforts and parsimonious concessions will have any real result.

The result of all these hindrances is that French holdings of foreign securities—33 years after the close of hostilities—do not amount to more than £100,000,000, and are of an inferior quality when compared to the pre-War level of foreign securities held in France.

one Spanish city to another, and they were not excessive, for the extremists were resolved to pay their debt. During the visit of King Edward VII. to Barcelona on April 8, 1907, a bomb exploded at a point which Alfonso XIII. had passed a few moments earlier. The news was kept as much as possible from public knowledge, but gradually the full facts became known.

Unlucky In Politics.

In Spanish domestic politics Alfonso had no luck. As far back as 1912 Jose de Canovas was murdered in the street. Canovas was a Liberal Prime Minister. The Conservative Dato met with the same fate in 1921, and the violent death of Canovas has been already recorded. These murders were stupid as well as criminal. They do not seem to have turned Alfonso a hair's breadth from the path which he had marked out for himself; possibly he held with Umberto of Italy that assassinations or attempts at such misdeeds were among the perquisites of royalty.

The Dictatorship.

The beginning of the end came with the coup d'etat of General Primo de Rivera on September 12, 1923, by which the Constitution of 1875 was suspended and complete dictatorship established by an impetuous soldier without political experience or much capacity. This personal Government was to last for ninety days only, when conditions were to be achieved that would permit of return to Parliamentary government. It was continued for six years, and has been followed by continuous demands for full reckoning with the King, upon whom the responsibility was laid by well-informed observers from the beginning. That issue has now been settled.

TRANSFORMING AN AERODROME.

Work That Will Last Five Years.

Brooklands aerodrome is to undergo a transformation. The landing area is to be enlarged and levelled. New sheds, offices, and club houses are to be built.

The present old-fashioned ramshackle sheds are to go and give place to new sheds all fitted with the latest type of machinery on which construction and repair work can be carried out with the most modern methods.

A new company called Brooklands Aviation Ltd. has been formed to take charge of all the aviation work at Brooklands. The directors of the new company are certain of the Brooklands Track officials, and the officials of the well-known Brooklands School of Flying.

The Flying School will carry on as usual under the direction of Captain Duncan Davis and Captain Ted Jones. In addition to flying instruction the concern is now carrying out advanced instruction for those who wish to qualify for their "B" or professional pilot's licence. They are also running a special course for those who wish to qualify for their ground engineer's licence.

There are evening classes on air navigation, the care and maintenance of aircraft and engines, and in fact, any subject which a pilot or ground engineer is likely to need.

Flying To Go On.

The aerodrome itself, which is already licensed for all types up to and including the big Handley Page-Napier air liners, will be increased to such an extent that it will be suitable for the landing of most high-speed racing craft.

A new entrance under the track, leading to West Weybridge Station (only 300 yards away) is being made.

The old sheds at the edge of the track, which are to be demolished, are actually the first permanent aeroplane sheds that were erected in this country. They were built in 1910 for such pioneers as Sopwith, Howard Flanders, Howard Wright, etc. They are tiny little sheds built of wood and can house nothing much bigger than Moths and Avros.

The whole of the work will be done gradually, and will not be completed for nearly five years. During that time it will provide steady work for several hundred men.

Meanwhile flying will go on without interruption. The Brooklands School, which has to its credit already a number of world-famous pilots who have been taught there, is superannuating its old aircraft and re-equipping with the latest type of Gipsy-Moths, and will now be the best-equipped and most up-to-date civilian school in the country.

Things That Matter.

To-day's Diary.
Sunday of the Ascension.
Entertainments.

Queen's Theatre—"Hall's Angels."
King's Theatre—"Anybody's Woman."

Central Theatre—"Be a Bandit."
Majestic Theatre—"King of Jazz."

Miscellaneous.
Tea Dance—Repulse Bay Hotel, 4.30 p.m.
Tea Dance at King's Theatre, Restaurant, 4.30 p.m.
New Moon—11.28 p.m.
Sunrise—5.43 a.m.; Sunset—6.57 p.m.

Tides—High at 9.00 and 22.10; Low at 2.20 and 15.36.
Sport.

Athletics—Eastern Football Club at Caroline Hill.
Golf—Summer Cup (first round optional) at Kowloon Golf Club.

The Weather.

The following weather report was received from the Royal Observatory, Kowloon, last night:—

Depressions are shown over the Sea of Japan and over S.W. China, with an intervening area of relatively high pressure.

Forecast:—East winds; moderate; fine at first; some rain later.

The Dollar.

Yesterday's closing rate of the dollar on demand was 11½d.

A BRITISH DESERTER

Charged with Assault of a Chinese.

SENT TO JAIL.

Charged at the Kowloon Police Court yesterday, Private Robert Keenan, (23), a deserter from the Argyll and Sutherland Highlanders Camp at Shamshui, pleaded "not guilty" to causing grievous bodily harm to Lau Hon-ying, by striking him on the mouth with a stone, at the Kowloon Canton Railway Depot, near Hols Wharf.

A charge of common assault was also preferred.

The defendant said he threw the stone in self-defence.

Giving evidence, complainant said that on Wednesday last, shortly after 10 a.m., he was at work on the permanent way near Hols Wharf. He went to the latrine and defendant came in and acted indecently.

Complainant pushed him away and defendant struck him on the mouth with his fist, and kicked him in the hand. Complainant then went out and defendant followed and threw stones, one of which hit complainant on the mouth.

Lau Fuk, father of the complainant, and Lau Kan supported first witness's evidence, about the stone throwing.

After being cautioned by the Magistrate, Mr. E. W. Hamilton, Keenan elected to give a sworn testimony from the witness box.

"Myself and another man were living in a guards' compartment on the siding near Hols Wharf," he said. "We were absent from camp without leave. The day previous to the incident we had missed some meat from the carriage. On coming back from having a swim I saw two Chinese come from the carriage. We made a search and discovered there were some clothes missing. I went down to the latrine and searched defendant. He escaped and I made a grab at him but missed. I then threw a stone at him as he was too far away to catch. After that three other Chinese men came towards me with iron bars, and I threw more stones."

John Gillman, another deserter from the regiment, who was living in the same carriage with Keenan, contradicted part of this evidence, saying that they both went to the latrine, and not for a swim, and it was during this absence that the clothes disappeared.

A Portuguese boy who was also sleeping in the coach gave evidence. In summing up His Worship said "You are a deserter, and have no right to be living there. The man was running away, so there is no question of self-defence."

"You have told me a pack of lies, which makes it worse, you are convicted, on the second charge, the first charge will be dismissed."

A fine of £25 or three weeks' imprisonment was imposed, and an order made for \$10 compensation to the complainant, or, in default, a further week's imprisonment.

ST. ANDREW'S.

Sunday School's Annual Festival.

The St. Andrew's Church Sunday School will hold its annual festival services in the St. Andrew's Church to-day, at 11 a.m. and 6 p.m.

The preacher at morning service will be the Vicar, the Rev. W. Walton Rogers, M.A. The 1st Kowloon (St. Andrew's) Group of Boy Scouts will be on parade. At the evening service the preacher will be the Rev. H. V. Koop, M.A., Assistant Chaplain of St. John's Cathedral.

AT ST. DAMASUS.

Pope Addresses 80,000 Workers.

Vatican City, Yesterday. Eighty thousand working men and women from twenty-two nations gathered in the court yard of St. Damasus to hear an address by the Pope.

His Holiness, who amazed everyone by his unbounded energy, spoke very clearly for over an hour, first in Italian and then translating, as he went along, into French and German an address which was a resume of the Encyclical which was universally broadcast.—Reuter.

FINANCING THE NEW CUNARD.

Sir Percy Bates and The Slump.

There will be no public issue in connection with the building of the Cunard Steam Ship Co.'s new liner. This statement was made by Sir Percy Bates, chairman of the company, at the meeting held on April 8 at Liverpool.

Sir Percy said that the ship was at present known as "No. 534" in John Brown and Co.'s yard at Clydebank. To-day the company's express service was maintained by three ships, and up till recently no lesser number of ships could have performed it. But modern marine engineering and naval architecture had made it possible for an express weekly service to be carried out with two ships.

Consequently, in the ordinary way of business the Cunard Co. was bound to adapt itself to the new conditions, and, when ordering a new ship for the express service, to provide such a ship as would eventually require but a single Slater to fulfil the requirements of the mail contract and the passenger schedule. Recourse to London Bill Market.

Competition would be severe, and the French Line, it was reported, had just ordered a ship very similar to No. 534. Whether H.M. Government would have given to the Cunard Co. the facilities reported as being given by the French Government to the French Line was uncertain, because the Cunard Co. only asked for insurance backing. The French Line was reported to have obtained as well not only finance but also contingent guarantees against loss in operation.

Sir Percy continued: "As regards the payment for this ship, we propose to make primary use of our annual depreciation earnings. These earnings are not available for distribution by way of dividend, as their retention in the business is necessary owing to the fact that all ships are a wasting asset. No public issue is in contemplation, but recourse will be had to the London bill market, which has been of such valuable assistance to the company in the past."

"To sum up, No. 534 is being built because the Cunard Co. will need such a ship, and for no other reason whatsoever. She will be such a ship because, being needed, no other sort of ship is wise to build. In other words, for the Cunard Co. she is the inevitable ship, and therefore we ordered her."

The short reason why the ordinary shareholders had not got a dividend was that the single item on the credit side of the profit and loss account was £950,000 smaller than the previous year. The gross revenue during the year fell by no less than £1,600,000, and by far the greater portion of this drop occurred during the last seven months of the year. That the management should have been able to face such a spectacularly rapid drop in revenue and still produce a profit—no matter how microscopic—was, he said, a matter for congratulation.

Signs of Financial Stringency.

"The movement of first-class cabin and second-class passengers in both directions," Sir Percy told the shareholders, "showed unmistakable signs of the financial stringency on both sides of the Atlantic; the numbers carried were less, and there was evidence that these classes of passengers desired to economise in their travel, as doubtless many of them were doing at home. The same tendency was evident in all voyages where these classes of passengers were carried. If it had not been for the very strenuous efforts which were made by the management and the staff to economise in the general operation of the company, these large declines in traffic and revenue would have had a far more serious effect on the net revenue."

The chairman referred to the economies which had been effected and others which had still to bear fruit. The latest step, and one taken most reluctantly, was to ask the staff ashore and afloat to accept a reduction in remuneration. This would start on May 1, and would apply down from the directors.

A Critical Shareholder.

On the motion for the adoption of the report and accounts, Mr. Thomas Downes, a shareholder, suggested that the directors should forego their fees, amounting to £3,023, which sum should be added to the carry-forward. He urged that this

GIRL VICTIMS OF RACKETEERS.

Fiendish Act of Vengeance.

New York, April 6. The death of two little girls as the result of racketeers setting fire to a grocery shop on the East Side has caused a general outcry in the Press for stern action against gangsters in New York.

The outrage is described as one of the most fiendish acts of revenge in the history of the city.

An explosion occurred in the grocery shop during the early hours of the morning. The shop is situated on the ground floor of a five-story tenement building, and the explosion blew the bottom out of the floor above.

The family of an Italian working man named Doprima, who occupied the flat directly over the shop, were hurled from their beds into the blazing store beneath.

Two of the children, Mary and Lillian, aged eleven and nine, were burned to death before they could be rescued.

Jumped From Windows.

The mother and another baby sister were severely burned, and the father and four other persons in the tenement were seriously injured. The whole building caught fire, and a number of the occupants were forced to jump from windows to escape being burned. The majority of the others fled down a fire escape.

The blast which wrecked the shop was so terrific that it was at first thought a bomb had been thrown into the store, but investigation revealed that the explosion was caused by a quantity of oil-soaked packing material, which had been systematically spread on the floor of the shop.

The owner of the store is an Italian named Sebastiano Glarusso. He told the police that he had been threatened for weeks past by racketeers owing to his refusal to pay a large sum of money to them for "protection."

He is convinced that the outrage was an act of vengeance as well as a warning to others.

PASSENGER LISTS.

ARRIVALS.

Per s.s. President Hayes from San Francisco via Honolulu, Kobe and Shanghai yesterday:—

Mrs. R. Anderson, Mr. and Mrs. J. Golomb, Walter A. Joyce, Dr. J. H. Slot, Miss B. Steele, W. J. Wilson.

DEPARTURES.

Per s.s. Empress of Japan for Manila on May 15:—

Jorge Teodora, Mr. and Mrs. L. Pascicolan, Mr. and Mrs. Allan Cameron, Van Der Sande, Mr. and Mrs. C. A. Fossum, Mrs. E. Strauss, A. B. Park, A. Gerner, W. H. Peters, O. H. Ochs, Mrs. J. Dent, Miss S. Dent, P. de Jesus, Mrs. M. E. Symons, Mrs. A. de Trillo, Mrs. A. de Nieto, Mrs. C. G. Sabater and three daughters, Mr. and Mrs. F. Bayot and son, Miss J. Albao, J. B. Mantong, Mrs. M. Borromeo and two daughters, Miss C. Lejame, Miss L. Marfori, Mrs. T. E. Brodt, Mr. and Mrs. E. Tiano and infant, J. Carpio, F. M. Gubierrez, C. Bjonnes, Fernin Castila, Miss K. Hyndman, Rev. Bro. Hilary, V. de Kranl Monteiro.

would entail less hardship on the directors than the passing of the ordinary dividend caused to the shareholders. Mr. Downes criticised the directors for building luxurious ships, and contended that the directors were suffering from swelled-headedness, which accounted for the present position of the company.

Only Mr. Downes voted against the adoption of the report. Moving a vote of thanks to the chairman, Mr. Harold Lee pointed out that the Cunard Co. had done a great deal better than many other shipping companies in a year which had been one of terrific anxiety.

Sir Percy Bates, replying, pointed out that there was criticism of the policy of the company in building the Etruria in 1884.

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